



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



MS 10060.41

Dec. Dec. 1876.



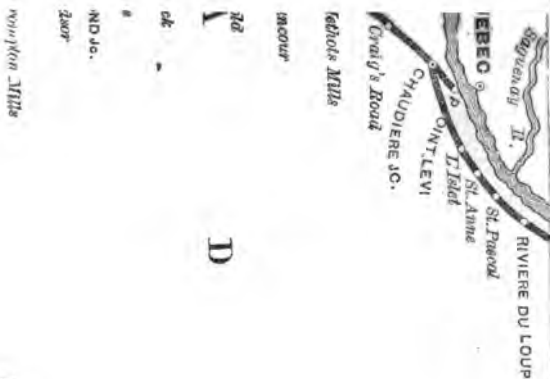


WILLIS RUSSELL, Proj



a Nevada Mountains,

e World. 



D

A

ST. LOUIS HOTEL,

ST. LOUIS STREET, QUEBEC.

WILLIS RUSSELL, Proprietor.



This Hotel, which is unrivalled for *size, style and locality*, in Quebec, is open through the year for pleasure and business travel.

It is eligibly situated in immediate vicinity of the most delightful and fashionable promenades—the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace—which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The proprietor, in returning thanks for the very liberal patronage hitherto enjoyed, informs the public that this Hotel has been **ENLARGED AND REFITTED**, and can now accommodate five hundred visitors, and assures them that nothing will be wanting on his part that will conduce to the comfort and enjoyment of his guests.

THE RUSSELL HOUSE,

Corner Ann and Garden Streets,

Upper Town, QUEBEC.

This modern Built Hotel is now open as an auxiliary to the ST. LOUIS HOTEL. *Terms Moderate.*

WILLIS RUSSELL, Proprietor.

Rich Farming Lands

FOR SALE, VERY CHEAP,

BY THE

Union Pacific Railroad Company.

NOW IS THE TIME

To secure a HOME in the GREAT CENTRAL BELT of POPULATION and WEALTH, and on the line of the WORLD'S HIGHWAY!

3,000,000 Acres in Eastern Nebraska,

IN THE

GREAT PLATTE VALLEY.

'The Garden of the West.

FREE PASSES AND REDUCED RATES OF FREIGHT TO PURCHASERS OF RAILROAD LAND.

Full information in regard to lands, prices, terms of sale, &c., together with pamphlets, circulars and maps, may be obtained from all the Agents of the Department; also,

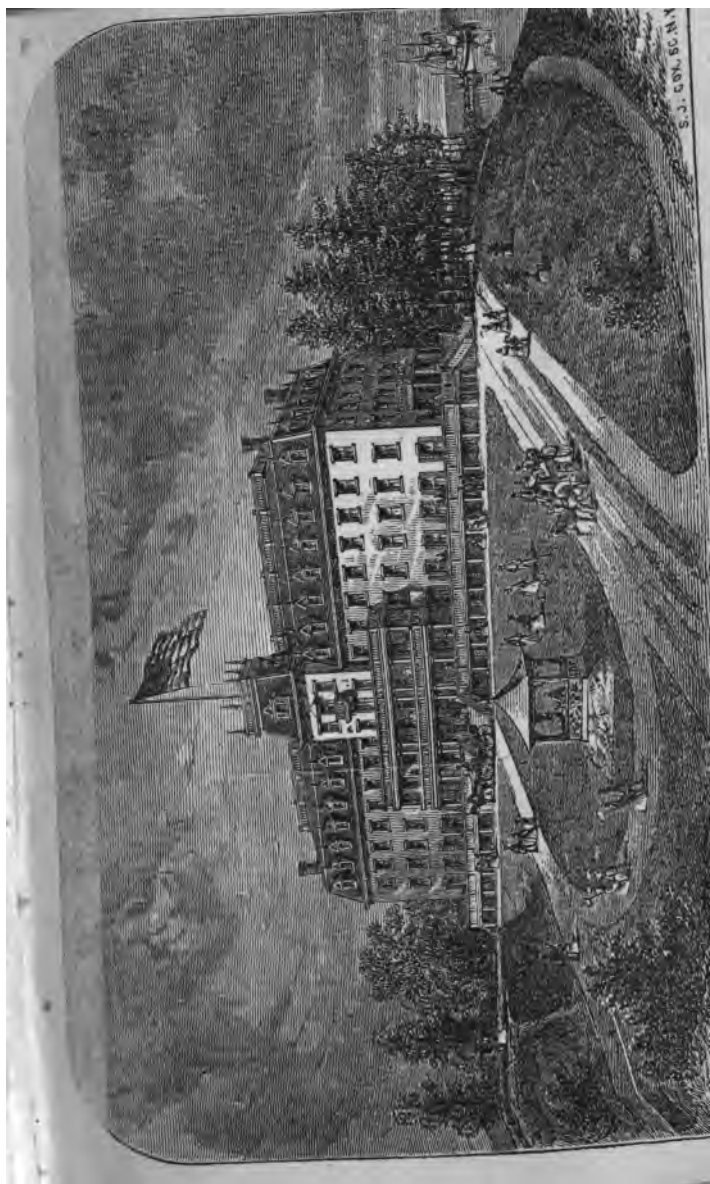
"THE PIONEER,"

A handsome ILLUSTRATED PAPER, with maps, &c., and containing the HOMESTEAD LAW; MAILED FREE to all applicants. Address,

O. F. DAVIS,

LAND COMMISSIONER, U. P. R. R.

OMAHA, NEB.



GRAND HOTEL



GILMOUR & SONS,
Fourth Street, Central Avenue, and Third Street,
CINCINNATI.

Opened for Guests September 14, 1874.

The attention of the public is respectfully invited to the many claims to their consideration presented by the above Hotel, combining, as it does, every requisite which the age demands.

The Hotel will accommodate eight hundred guests, is pleasantly and centrally located, convenient to the Railroad Depots and Places of Amusement, and being the only first-class Hotel in the city, supplies a want which has long been felt.

The Furniture and Appointments are of the choicest and most expensive kind, and have been a constant theme of admiration from the press and public.

The elegance of the exterior, its large and beautifully decorated rotundas and spacious corridors, together with its lightness and perfect ventilation, combine to make it the most comfortable as well as elegant home for the resident guest and tourist, ever offered.

© *George L.*

KEYES'S HAND-BOOK

OF

NORTHERN AND WESTERN

PLEASURE TRAVEL

TO THE

WHITE AND FRANCONIA MOUNTAINS, THE NORTH-
ERN LAKES AND RIVERS,

MONTREAL AND QUEBEC,

AND THE

ST. LAWRENCE AND SAGUENAY RIVERS.

HOW TO REACH THEM BY PLEASANT ROUTES, VIA THE
MERRIMACK AND CONNECTICUT VALLEYS, AND
CONNECTING LINES OF TRAVEL.

ALSO,

THE GREAT NORTHWEST

AND ROUTES THERETO.

"Oh, Nature! a' thy shows and forms
To feeling, pensive hearts hae charms!"

Burns.

"It is a fresh and rare lan',
A rugged, bold and bare land,
A loyal, true and rare land—
This mountain land of ours."

© BOSTON:

PUBLISHED BY GEO. L. KEYES, 4 WILLIAMS COURT.

1875.

~~14313.30~~

US10060.41

1876. Aug. 31,

Gift of

George Dexter,
of Cambridge?
Oct. 26, 1858

PREFACE.

In this "age of travel" the Guide Book becomes as useful in the portmanteau of the tourist as the lexicon in the library of the scholar; and, for this reason, we need not apologize for the issue of this Hand-Book. That it may prove a reliable guide to such as wisely spend their season of recreation among the hills and by the lakes and streams of the granite Commonwealth, or extend their trip into the Canadas, or along connecting ways of travel, has been the aim of the author.

Not pretending to rare literary merit, and hoping we have found the happy medium between the dry details of simple directions and tabular statements, and the prolixity of elaborate works, we gratefully acknowledge the aid of the valuable and finely written works of Starr King, Willey, Eastman, and others, and give our little work into the hands of the traveling public who have so liberally patronized previous editions.

THE AUTHOR.

Boston, June 1st, 1875.

Entered according to Act of Congress, in the year 1875, by GEO. L. KEYES,
in the office of the Librarian of Congress, at Washington.

CONTENTS.

CHAPTER	I.	ROUTES, ETC.....	17
CHAPTER	II.	NORTHERN PLEASURE TRAVEL.....	43
CHAPTER	III.	LAKE WINNIPESAUKEE.....	54
CHAPTER	IV.	NORTHWARD FROM THE LAKE.....	63
CHAPTER	V.	FRANCONIA RANGE.....	88
CHAPTER	VI.	WHITE MOUNTAIN RANGE.....	102
CHAPTER	VII.	FROM MOUNT WASHINGTON, OR THE CRAWFORD HOUSE, TO NORTH CON- WAY OR THE GLEN HOUSE.....	123
CHAPTER	VIII.	NORTH CONWAY AND SUBBOUNDINGS	133
CHAPTER	IX.	AROUND GORHAM.....	139
CHAPTER	X.	HISTORICAL AND DESCRIPTIVE.....	143
CHAPTER	XI.	NORTHWARD TO CANADA. MON- TREAL.....	146
CHAPTER	XII.	QUEBEC.....	157
CHAPTER	XIII.	NORTHERN VERMONT.....	168
CHAPTER	XIV.	WELLS RIVER TO MONTPELIER AND WESTWARD.....	176
CHAPTER	XV.	SARATOGA TO MOUNTAINS.....	182
CHAPTER	XVI.	NIAGARA FALLS TO WHITE MOUN- TAINS.....	192
MAP OF ROUTES TO THE WHITE MOUNTAINS, MONTREAL AND QUEBEC.....			1
MAP OF THE GREAT NORTHWEST.....			1
MAP OF THE WHITE MOUNTAINS, WITH LIST OF SUMMER BOARDING HOUSES AND HOTELS.....			43
MAP OF ROUTES TO PORTLAND AND THE EAST.....			43
MAP OF THE SAGUENAY AND ST. LAWRENCE RIVERS..			209
MAP OF THE ROUTES TO SARATOGA AND THE WHITE MOUNTAINS.....			178

BOOK SECOND.

THE GREAT NORTHWEST.....			213
CHAPTER	I.	TO OMAHA AND CALIFORNIA.....	216
CHAPTER	II.	ST. PAUL AND MINNEAPOLIS LINE..	225
CHAPTER	III.	FROM CHICAGO TO MILWAUKEE, ETC.	233
CHAPTER	IV.	FROM CHICAGO TO DACOTA.....	243
TIME TABLES.....			224-235

INDEX.

PAGE.	PAGE.
Avenue House..... 78	Devil's Den..... 137
Alton Bay, N. H..... 62	Diana's Bath..... 137
Ammonoosuc River..... 107	Distances..... 13
Artist's Falls..... 137	Dixville Notch..... 87
Ascent of Coppel Crown..... 61	Down the St. Lawrence..... 192
" Moosilauk..... 70	Dunmore, Lake..... 183
" Mount Lafayette..... 96	Fagle Cliff..... 91
" Mount Prospect..... 67	Echo Lake, Franconia Notch.... 91
" Mt. Washington..... 112	Echo Lake, North Conway..... 136
" Mt. Washington by rail 112	Elevations..... 12
" Mt. Willard..... 119	Film House..... 63
" "Owl's Head"..... 173	Eagle Hotel..... 49
" Red Hill..... 59	Emerald Pool..... 128
Ashland, N. H..... 65	Fabyan House and Station .79, 105
Bartlett..... 125	Falls, Ammonoosuc..... 107
Basin..... 75, 97	" Artist's..... 137
B., C. & M. R. R..... 49	" Gibbs..... 116
Beecher's Falls Cascade..... 117	" Glen Ellis..... 129
Bellevue House..... 171	" Harvard..... 100
Bethlehem, N. H..... 75	" Montmorenci..... 163
Boarding Houses & Hotels, see maps.	" on Avalanche Brook..... 122
Boston, routes from to Mts...33 to 42	Flume, Crawford Notch..... 120
Boston & Maine Railroad..... 39	" Dixville Notch..... 87
Boston to Canada, routes...33 to 42	" Franconia Notch..... 98
Boston, Mass..... 40	" House, Franconia..... 98
Bradford, Vt..... 70	Franconia Mountains..... 88
Brandon, Vt..... 183	Franconia, N. H..... 73, 88
Burlington, Vt..... 188	Franconia Notch..... 88
Cacouna..... 201	Garnet Pools..... 128
Caldwell..... 185	Glens Falls..... 185
Campton, N. H..... 69	Glen House and Glen..... 127
Cannon Mountain..... 92	Gorham, N. H., and vicinity.... 189
Cascades, Franconia Mountains. 98	Gorham House..... 139
Cathedral, Natural, No. Conway 136	Gorham to the Notch..... 141
Cathedral of Notre Dame..... 153	Grand Trunk Railway..... 86
Cathedral, Montreal..... 153	Great Gulf..... 110
Central Vermont Railroad..... 182	Guildhall, Vt..... 186
Centre Harbor, N. H..... 57	Historical and Descriptive..... 141
Cherry Mountain..... 84	Hotel Tablet..... 14, 15
Chucorua..... 138	Imp Mountain..... 142
Colebrook, N. H..... 86	Island Pond..... 146
Concord, N. H..... 45	Islands of Winnepesaukee..... 54
Concord to the Mountains, route 49	Jackson, N. H..... 125
Conway, N. H..... 138	Jefferson Hills..... 83
Conway, through the Notch.... 123	Jefferson, N. H..... 83
Coppel Crown Mountain..... 61	Kiarsarge House..... 133
Crawford House..... 116	Kiarsarge Mountain..... 135
Crawford Notch..... 117	Lachine Rapids..... 197
Crawfords, The..... 145	Laconia, N. H..... 52
Crystal Cascade..... 129	"Lady of the Lake" boat..... 55

PAGE.	PAGE.
Lake Champlain..... 187	Pemigewasset House..... 65
Lake George..... 186	Pemigewasset River and Valley. 69
Lake Memphremagog, trip on... 172	Pequaket Mountain or Kiarsarge 135
Lake Village, N. H..... 52	Phenix House, Concord..... 48
Lake Winnepesaukee..... 54	Pilot Hills..... 140
Lancaster, N. H..... 80	Pinkham Notch..... 126
Lawrence, Mass..... 89	Plains of Abraham..... 167
List of Boarding Houses, see maps.	Plymouth, N. H..... 64
Littleton, N. H..... 72	Pool, Franconia Notch..... 100
Long Island Sound..... 14	Preface..... 6
Lowell, Mass..... 37	Profile House and vicinity..... 74
Lunenburg, Vt..... 80	Profile Mountain and Lake..... 95
Magog, Lake Memphremagog... 173	Profile (stone face)..... 88, 91
Manchester, N. H..... 37	Providence, R. I..... 30, 32
Meredith Village..... 63	Providence, routes from..... 30, 32
McAllister House..... 71	Parker House..... 71
Mt. Adams House..... 85	Platasted House..... 84
Maplewood House..... 77	Quebec, city of..... 157
Moulton House..... 59	Randolph Hill..... 140
Merrimack River..... 44	Red Hill..... 59
Middlebury, Vt..... 183	Richmond, P. Q..... 147
Montcalm Old House..... 162	Routes, all rail..... 27, 38
Montpelier, Vt..... 176	Routes, boat and rail..... 20, 26
Montreal..... 147	Rutland, Vt..... 182
Montreal House..... 148	Saco River..... 117
Moosehillock Mountain..... 70	Saco Valley..... 124
Mount Adams..... 114	Starr King Mountain House... 85
" Agassiz House..... 76	Saguenay River and route... 200
" Hayes..... 141	St. Johnsbury, Vt. 169
" Jefferson..... 114	St. Lawrence River..... 192
" Madison..... 114	St. Lawrence Hall..... 202
" Mansfield..... 180	Saratoga route..... 182
" Mansfield House..... 179	Sawyer's Rock..... 124
" Prospect..... 67	Squam Lake House..... 65
" Surprise..... 141	Silver Cascade..... 120
" Washington..... 112	Sound Steamers..... 17
" " House..... 112	Southeastern Railway..... 175
" " in winter... 108	Springfield, Mass..... 28
" " Railway. 103, 108	Squam Lake..... 67
" " Summit view. 112	Starr King Mountain..... 84
" Willey..... 118	Steamer "Lady of the Lake"... 54
Mt. Willard, drive to summit of. 119	Stowe, Vt..... 180
Norwich line of Steamers..... 20	Sinclair House..... 78
New Haven, Conn..... 28	St. Albans..... 189
Newport, R. I..... 82	Thornton, N. H..... 69
Newport, Vt..... 171	Ticonderoga..... 188
New York City and vicinity..... 18	Tip-Top House..... 113
New York, routes from..... 20, 27	Tuckerman's Ravine..... 129
Niagara Falls route..... 193	Twin Mountain House..... 104
North Conway, N. H..... 133	Van Ness House, Burlington, Vt. 189
North Conway, to and from..... 133	Vergennes, Vt..... 183
Northumberland Junction..... 86	Victoria Bridge..... 150
Norwich, Conn..... 22	Views from Moosehillock summit 70
Notch, Dixville..... 87	" Mount Belknap..... 53
Notch, White Mt. and vicinity.. 118	" Mount Washington.. 112
Old Man of Mountain..... 91	" Mount Pequaket or
Oak Hill House..... 72	Kiarsarge..... 135
Parlor Cars..... 282	" Prospect Hill..... 112
Passumpsic River Railroad..... 168	" Red Hill..... 112
Peabody River..... 128	View of the Profile..... 112

PAGE.	PAGE.
View from Lafayette..... 96	White Mountain Notch..... 117
" Waumbek House.... 83	Wiley House..... 118
" Fabyan House..... 105	Willoughby Lake..... 170
Warren, N. H..... 70	Wing Railway..... 78
Waterbury, Vt..... 177	Winnepesaukee Lake..... 54
Waumbek House..... 83	Winter above the Clouds..... 115
Weirs (Lake Station)..... 53	Wolfeborough..... 61
Wells River, Vt..... 176	Wolfe, General..... 165
Wells River & Montpelier R. R. 176	Woodstock, N. H..... 69
Whitefield, N. H..... 79	Worcester..... 28
White Mountains, general view. 103	Woodsville, N. H..... 71
White Mountain House..... 105	Welden House..... 191

INDEX TO ADVERTISEMENTS.

PAGE.	PAGE.
Appleton's Journal..... 278	Preble House, Portland, Me. ... 263
Brown & Claggett..... 279	Phrenological Journal..... 276
Brooks House, Brattleboro', Vt. 260	Providence & New York Steam-
Bethel House, Bethel, Me..... 265	ship Co..... 281
Boston Daily Advertiser..... 271	Russell House, Quebec..... 1
Boston Daily Globe..... 272	St. Louis Hotel, Montreal..... 1
Boston Journal..... 273	Southern Hotel, St. Louis, Mo.. 16
Cummings, C. S..... 265	St. Johnsbury House, St. Johns-
Cook, Son & Jenkins..... 268	bury, Vt..... 264
Davis, O. F..... 2	Savage, Lyman & Co..... 269
Eclectic Magazine..... 275	Scribner's Monthly..... 279
Fabyan House .. .. .Cover	Twin Mountain House...Cover 2
Frank Leslie's Publications.... 274	The Galaxy..... 270
Grand Trunk Railway....Cover 3	The Nursery..... 277
Grand Hotel, Cincinnati, Ohio.. 4	United States Hotel, Portland,
Lockwood Brooks & Co... 280	Me..... 262
Memphremagog House, New-	United States & Canada Express 266
port, Vt..... 259	Wasssaumkeag Hotel..... 3
Morrison, J. G..... 267	Waumbek House, Jefferson, N. H 261
Munn & Co..... 277	Webster's Dictionary..... 270

INDEX TO BOOK SECOND.

PAGE.	PAGE.
Ames, Iowa.....	217
Agricultural College, Iowa.....	217
American Watches.....	215
American River.....	224
Animal Remains.....	218
Burlington, Cedar Rapids & Minnesota Railroad.....	216
Black Hills.....	217
Boone.....	218
Baraboo, Wis.....	232
Clinton, Iowa.....	216
Chicago.....	257
Chicago & Northwestern Railway.....	214
Colorado Parks.....	221
Cheyenne.....	221
Central Pacific Railroad.....	224
Central Railroad of Iowa.....	217
California.....	216
Cape Horn.....	224
Cedar River.....	216
Council Bluffs.....	218
Devil's Lake.....	227
Donner Lake.....	224
Duluth.....	245
Denver Pacific Railroad.....	221
Des Moines Valley Railroad.....	217
Detroit.....	250
Denver.....	221
Elgin, Ill.....	215
Elroy, Wis.....	246
Eau Claire, Wis.....	232
Elkhorn River.....	220
Electric Currents.....	218
Escanaba.....	245
Falls of St. Anthony.....	233
Falls of Minnehaha.....	233
Forts.....	221
Font du Lac.....	235
Grand Central Hotel.....	219
Great National Park.....	224
Green Bay.....	243
Green Lake.....	239
Great Northwest.....	213
Glen Flora Springs.....	236
Geneva Lake.....	240
Iowa.....	214
Illinois.....	214
Julesburg.....	221
Janesville.....	242
Lake Minnetonka.....	234
Lake Winnebago.....	239
Lake Kampeka.....	248
Lake, Great Salt.....	224
Lincoln, Neb.....	220
Long's Peak.....	221
Mormons.....	222
Montana.....	224
Milwaukee.....	237
Minneapolis.....	233
Madison, Wis.....	226
Minnesota.....	214
Michigan.....	214
Mining Regions.....	245
Marshall, Iowa.....	217
Marquette.....	245
Nevada.....	224
New Ulm.....	248
Nicollet House.....	234
North Platte City.....	220
Nebraska.....	219
Omaha.....	219
Oshkosh.....	243
Ogden.....	222
Platte River.....	220
Pacific Mail Steamers.....	215
Pinerias.....	232
Pike's Peak.....	221
Reno.....	224
Railways.....	215
Sioux City and Pacific Railroad.....	217
St. Paul.....	233
Sparta, Wis.....	246
Salt Lake.....	224
Salt Lake City.....	222
Sherman.....	221
Sierra Nevada Mountains.....	224
Sioux Wars.....	248
Sheboygan.....	239
Tree, One Thousand Mile.....	222
Tama, Iowa.....	217
Union Pacific Railroad.....	220
Utah.....	222
Watertown.....	243
Winona.....	248
Wasatch Mountains.....	222
Waukegan, Ill.....	236
Wisconsin.....	214
Wyoming.....	221
Walker House.....	221
Yellowstone Valley.....	221
Yankton.....	221

ELEVATIONS ABOVE SEA LEVEL.

FRANCONIA MOUNTAINS.

	FEET.
Mount Lafayette,	5,000
Mount Cannon, or Profile Mountain,	3,500
Wassilaug,	4,636
Washery Mountain,	3,670

THE WHITE MOUNTAINS.

Mount Washington,	6,285
Mount Jefferson,	5,700
Mount Adams,	5,800
Mount Monroe,	5,400
Mount Madison,	5,400
Mount Clay,	5,400
Mount Franklin,	4,900
Mount Pleasant,	4,800
Mount Clinton,	4,200
Mount Jackson,	4,100
Mount Webster,	4,000
Mount Willard,	2,575
Mount Willey,	4,300
Mount Carter,	5,000
Mount Moriah,	4,700
Mount Hayes,	2,500
Pequaket, or Kiarsarge (at North Conway),	3,367
Chucorua,	3,358
Mount Prospect (near Plymouth),	2,968
Red Hill (near Centre Harbor),	2,502
Copple Crown Mount (near Wolfeboro'),	2,100
Alpine House—Gorham,	809
Bethlehem—Village,	1,450
Crawford House,	1,920
Fabyan House,	1,551
Flume House,	1,431
Glen House,	1,632
Profile House—Franconia Notch,	1,974
Willey House—White Mountain Notch,	1,335
Mount Resolution,	3,400
Giant's Stairs,	3,500
Marshfield (or Ammonoosuc Station)—foot of Mountain Railway,	2,615
Pinkham Notch (highest point),	2,018
Franconia Notch (highest point),	2,014
Plymouth,	473
Lancaster,	860
Littleton,	817
Conway Intervales,	471
Concord, N. H., Depot,	236
Lake Winnepesaukee,	496

MOUNTAINS IN VERMONT.

Mount Mansfield,	4,382
Camel's Hump,	4,000
Jay Peak,	4,000
Mount Willoughby,	3,600
Ascutney (near Windsor),	3,300

MOUNTAINS IN CANADA.

Owl's Head, near Lake Memphremagog,	2,000
Mount Orford,	3,000
Lake Champlain,	0
Lake Memphremagog,	0
Lake Willoughby,	1,000

DISTANCES.

VIA BOSTON, CONCORD & MONTREAL RAILROAD.

To	From Concord. Miles.	From Boston. Miles.
Northfield, N. H.,	13	87
Laconia, N. H.,	27	101
Tilton, N. H.,	18	92
Lake Village, N. H.,	27	101
Wells—Lake Winnepesaukee Station,	34	108
Centre Harbor—10 miles by boat,	44	118
Wolfboro'—17 miles by boat,	51	119
North Conway—via Centre Harbor, by boat, stage and rail,	75	149
Meredith Village, N. H.,	88	112
Ashland, N. H.,	46	120
Plymouth, N. H.,	51	125
Rumney, N. H.,	59	133
West Rumney, N. H.,	62	136
Wentworth, N. H.,	67	141
Warren, N. H.,	70	144
Haverhill, N. H.,	85	156
Woodsville, N. H.,	93	167
Wells River, Vermont, (junction with Passumpsic and Montpelier Railways),	93½	167½
Bath, N. H.,	98	172
Lisbon, N. H.,	104	178
Littleton—11 miles staging from this point to the Profile House,	113	187
Wing Road (diverges from Main line),	119	193
Bethlehem (on Wing Railroad),	125	199
Twin Mountain House Station,	129	203
Whitfield, N. H.,	125	199
Dalton, N. H.,	129	203
Lancaster, N. H.,	135	209
Northumberland, N. H., (junction with Grand Trunk Railway),	145	219
North Stratford, N. H., (on Grand Trunk line),	158	232
Sherbrooke, P. Q., (on Grand Trunk junction with Passumpsic),	219	293
Richmond, P. Q., (on Grand Trunk junction with Quebec division),	244	318
Montreal,	320	394
Quebec via Northumberland,	340	414
Montpelier, Vt., (via Wells River and new line to Montpelier, nearly completed),	132	206
Waterbury, Vt., (via Wells River, stage to Stowe, Vt.),	140	214
Stowe, Vt., (10 miles staging from Waterbury),	150	224
Newport, Vt., (via Passumpsic Railroad from Wells River),	158	232
Lake Memphremagog,	158	232
Essex Junction, Vt.,	162	236
Burlington, Vt.,	168	242
Hyde Park, Vt., (on Vt. division of P. & O. R. R. west from St. Johnsbury),	166	240
St. Johnsbury on Passumpsic R. R. R.,	113½	167

HOTEL TABLET.

Place.	Name.	Prop. and Man.
Andover, Mass.,	Mansion House,	Charles L. Carter.
Ashland, N. H.,	Squam Lake House,	J. M. Cotton.
Bethel, Me.,	Bethel House,	J. F. Barden.
Brattleboro', Vt.,	Brooks House,	Chas. G. Lawrence.
Baraboo (Devil's Lake), Wis.,	Cliff House,	P. B. Parsons & Co.
Boston, Mass.,	Clarendon Hotel,	J. Pickering Draper.
" "	American House,	Lewis Rice & Son.
" "	Crawford House,	Stuncke & Goodwin.
" "	Quincy House,	Bell & Johnson.
Burlington, Vt.,	Van Ness House,	D. C. Barber & Co.
Caldwell, N. Y.,	Ft. Wm. Henry Hotel,	J. Roessle & Son.
Centre Harbor, N. H.,	Senter House,	J. L. Huntress.
" "	Moulton House,	S. F. Emery.
Chicago, Ill.,	The Grand Pacific Hotel,	J. B. Drake.
" "	Palmer House,	Potter Palmer.
Cincinnati, O.,	Grand Hotel,	Gilmour & Sons.
Clinton, Mass.,	Clinton House,	I. W. Cook.
Colebrook, N. H.,	Parson's House,	E. F. Bailey.
Concord, N. H.,	Phoenix Hotel,	J. R. Crocker.
" "	Eagle Hotel,	John A. White.
Dover, N. H.,	New Hampshire House,	W. J. Walker.
Detroit, Mich.,	Biddle House,	J. M. Maxwell.
Glens Falls, N. Y.,	Rockwell House,	Rockwell Bros.
Green Bay, Wis.,	First National Hotel,	J. E. Dowe.
Green Lake, Wis.,	Sherwood Forests,	J. C. Sherwood.
" "	Oakwood House,	Daniel Greenway.
Hartford, Vt.,	White River Hotel,	C. W. Pease.
Hydepark, Vt.,	American House,	E. B. Sawyer.
Island Pond, Vt.,	Island Pond House,	Bartlett & Stone.
Lake Village, N. H.,	Mount Belknap House,	D. B. Story.
Laconia, N. H.,	Laconia House,	Elkins Bros.
Lennoxville, P. Q.,	Buck's Hotel,	F. P. Buck.
Lisbon, N. H.,	McAllister House,	C. E. McAllister.
Lowell, Mass.,	Merrimac House,	Emery & Nute.
Meredith Village, N. H.,	Elm House,	G. M. Burleigh.
Montreal, P. Q.,	Montreal House,	Decker & Co.
Milford, Mass.,	Milford House,	Hapgood Brothers.
Minneapolis, Minn.,	Nicolett House,	McKibbin & Vosbury.
Marquette, Mich.,	Northwestern Hotel,	Farnham Lyon.
Madison, Wis.,	Park Hotel,	M. H. Irish.
" "	The Vilas House,	P. B. Parsons & Co.
Montpelier, Vt.,	Bishop's Hotel,	H. H. Bishop.
New Bedford, Mass.,	Parker House,	H. M. Brownell.
Newbury, Vt.,	Spring Hotel,	R. W. Chamberlain
Newport, Vt.,	Memphremagog House,	W. F. Bowman.
" "	Bellevue House,	H. Bean.
North Stratford, N. H.,	Williard House,	E. H. Folsom.
Omaha, Neb.,	Grand Central Hotel,	Geo. Thrall.
Philadelphia, Pa.,	Colonnade Hotel,	John Crump.
Pittsfield, N. H.,	Washington House,	T. B. Tucker.
Portland, Me.,	Freble House,	M. S. Gibson & Co.
Portland, Me.,	United States Hotel,	T. Walcott.
Port Huron, Mich.,	Huron House,	George Knill.
Providence, R. I.,	Central House,	Hopkins & Sears.
Quebec, P. Q.,	St. Louis Hotel,	Willis Russell.

Quebec, P. Q.,	Russell House,	Willis Russell.
Rochester, N. H.,	Dodge's Hotel,	J. T. Dodge.
Rockland, Me.,	Lynde's Hotel,	G. A. Lynch.
Rutland, Vt.,	Bates House,	L. F. Page.
Salisbury, Vt.,	Lake Dunmore Hotel,	E. P. Hitchcock.
Sherbrooke, P. Q.,	Continental Hotel,	P. A. Camirand.
" "	Sherbrooke House,	W. Chamberlain.
South Vernon, Vt.,	South Vernon House,	D. L. Priest.
Sparta, Wis.,	Warner House,	
Salt Lake City, Utah,	Walker House,	Elias Hotchkiss.
St. Louis, Mo.,	Southern Hotel,	Lavelle, Warner & Co.
St. Albans, Vt.,	Welden House,	T. Lavender.
Springfield, Mass.,	Massasoit House,	M. & E. P. Chapin.
Stockton, Me., Ft. Point,	Wassaukeag House,	D. W. Ranlet.
St. Johnsbury, Vt.,	St. Johnsbury House,	Geo. B. Walker.
Stowe, Vt.,	Mt. Mansfield Hotel,	N. P. Keeler.
Toronto, Ont.,	Queen's Hotel,	Thos. McGraw.
Vergennes, Vt.,	Stevens House,	S. S. Gaines.
Washington, D. C.,	The Arlington,	T. Roeslie & Son.
Watertown Junc., Wis.	Bay State House,	N. W. Pierce.
Worcester, Mass.,	Bay State House,	Horace Barnes & Co.
Woodsville, N. H.,	Parker House,	E. G. Parker.
Wolfeborough, N. H.,	Pavillion Hotel,	A. L. Howe.
" "	Glenden Hotel,	J. L. Peavey.
" "	Belvue House,	Daniel Horn.
" "	Lake View House,	F. J. Lucas.
Williamstown, Mass.,	Greylock Hall,	Streeter & Swift.
White River Junc., Vt.,	Junction House,	A. T. & O. F. Barron.

WHITE MOUNTAIN HOTELS.

Bethlehem, N. H.,	Sinclair House,	Durgin & Fox.
" "	Maplewood Hotel,	Isaac S. Crafts.
" "	Prospect House,	Geo. W. Phillips.
Carroll, N. H.,	Mt. Agassiz House,	Cyrus E. Bunker.
" "	Fabyan House,	Lindsey, French & Co.
" "	White Mountain House,	R. D. Rounsvel.
" "	Twin Mountain House,	A. T. & O. F. Barron.
Conway, N. H.,	Crawford House,	" "
" "	Conway House,	L. H. Eastman.
Franconia Notch, N. H.,	Pequaket House,	D. E. Pendexter.
Jefferson, N. H.,	Profile House,	Taft & Greenleaf.
" "	Waumbek House,	W. H. Merrill.
" "	Plaisted House,	B. F. Plaisted.
" "	Starr King Mt. House,	C. K. Gile.
Lancaster, N. H.,	Mt. Adams House,	Wm. Crawshaw.
Littleton, N. H.,	Lancaster House,	B. H. Corning.
" "	Oak Hill House,	Geo. Farr & Co.
" "	Union House,	W. Jennison.
Mt. Washington Sum't,	Mt. Washington House,	Mrs. J. W. Dodge.
North Conway, N. H.,	Kiarsarge House,	S. W. & S. D. Thompson.
" "	Randall House,	J. T. Randall.
" "	Intervale House,	Stephen Mudgett & Sons.
" "	McMillan House,	John McMillan.
" "	Eastman House,	F. J. Lucas.
" "	Mason Hotel,	F. H. Mason.
Plymouth, N. H.,	Pemigewasset House,	C. M. Morse.
West Ossipee, N. H.,	Bear Camp House,	J. L. Plummer.
Warren, N. H.,	Moosilauk House,	
Gorham, N. H.,	Glen House,	W. & C. B. Milliken.
" "	Gorham House,	Jas. A. Callahan.

Southern Hotel,

ST. LOUIS,

Fronting on Walnut, Fourth & Fifth Sts.

LAVEILLE, WARNER & CO., Proprietors.



During the past year this Hotel has been thoroughly overhauled, repainted, re-frescoed, re-carpeted and re-furnished from top to bottom, and is first-class in all respects.

The "**Southern Hotel**" is located near the centre of business, the theatres, and all places of amusements. Its tables are supplied with the best the markets afford, and there is in the Hotel building the neatest **Restaurant** in the city for Ladies and Gentlemen.

There have been added twenty five bath-rooms and closets; also, fourteen large sample rooms on the office floor, especially suited to traveling men who have goods to show.

The proprietors are determined that the "**Southern Hotel**" shall be among the best hotels of the country, and hope to greet their old friends, as well as many new ones, promising every attention that will add to their comfort and make them feel at home.

There is an improved elevator leading from the first floor. Railroad and steamboat ticket offices, news stand, and Western Union Telegraph office in rotunda of Hotel.

CHAPTER I.

THE START FROM NEW YORK.

Many who gather from the south and west to the grand centre of the nation, with the actual dwellers therein, will choose to take the initial stage of their journey to rural summer retreats by boat-trip through Long Island Sound, on some one of the safe and palatial Steamers running in connection with the railways from New London, Stonington, Newport, Providence, or Fall River—through lines to the mountains, or the interior.

These Steamers leave their piers, on North or Hudson River, at 5 o'clock, P. M., and make passage through East River in the waning day, giving an agreeable change from the crowded streets and heated pavements of the great City, to the coolness of an open harbor and the breath of sea-breezes.

The observing stranger will find this trip one of rarest interest from the start. The rounding of the southern point of the city, the glance down the magnificent bay, the circular and frowning walls of the BATTERY, CASTLE GARDEN, GOVERNOR'S ISLAND, with the batteries of CASTLE WILLIAM, and the many points of interest, which were the centres of life and business in the New York of former years, are here observed.

Through East River the magnificent Steamer ploughs its way, crossing the line of numerous ferries which connect the first city in the United States with Brooklyn—the third in population—soon to be joined to the metropolis by an immense Bridge already in process of building.

The River, alive with a moving fleet of shipping, has, lying

along its miles of water-front, ships and steamers from every quarter of the world, laden with the riches of every land, and the products of every industry.

The bold Heights of Brooklyn, to the right, are crowned with elegant residences, while the Docks and Navy Yard—one of the great Naval Stations of the country—the islands, with the public institutions thereon, all form a scene which can but interest those to whom the sight is not made familiar by daily observance.

The stranger, who tarries in the city, will get his best view of the metropolis and surroundings from Trinity steeple, or a more distinct one from Brooklyn Heights. If he is interested in art and modern improvement, he will find in the Parks, Museums, Public Institutions and pleasure resorts of this national centre of business life, attractions unequalled elsewhere in the country. If, on the other hand, he is attracted by points of historic interest and old associations, he may visit the sites where Washington, John Adams, Alexander Hamilton and Aaron Burr lived in the early days of the Metropolis; where the Father of his Country held his court, was elected President, and bade farewell to his officers. The graves of Alexander Hamilton, Commodore Lawrence, and many others of wide fame, are in Trinity Churchyard.

He may also, in summer, take pleasure trips up the wonderful Hudson River, on which its discoverer sailed of old, in the staunch "Half Moon," under the firm belief that he had found the long sought passage to China. The grandeur of the Highlands along the banks of the Hudson is unsurpassed, and each headland and crag has its historic associations or pleasing legends; for here the fine fancy of Irving wove his dreamy yet delightful tales.

He may also take a sail down the grand harbor to LONG BRANCH, or to the many suburban points of interest which cannot be here mentioned, even by name.

But, returning to the boat on which we have taken passage, and steaming on in stately strength through East River, past the extensive corrective and reformatory institutions on Blackwell's and Randall's Islands, the once perilous passage at "HELL GATE" is reached—six miles from New York, famous for the *perils here encountered by the early Dutch navigators*; this tor-

tuous passage, which has since been a bar to commerce, will soon become a thing of the past, and yield to the force of genius and nitro-glycerine.

At Throgg's Neck, thirteen miles from New York, commanded by the guns of Fort Schuyler, you enter the waters of

LONG ISLAND SOUND.

This important inland highway for navigation, between the national centre of commerce and trade and New England, is somewhat over one hundred miles in length, and, at its broadest, from twenty to thirty miles in width, and is navigable for the largest craft. The superior harbors are within the irregular outline of the northern coast, which is studded with important towns and cities and popular resorts.

The pulses of the iron monster beat on through the night; the prow steadily cleaves the waves, and the glimmering wake follows in dying perspective, whether you sleep or wake. There is rest for those who prefer it, and grandeur and beauty for those who appreciate the sombre glory of the moonlit sea.

Your choice of rail routes having been made, you will find your further progress fully described under the head of "Routes," laid out in the following pages.

ROUTE.

From New York to Concord, N. H.

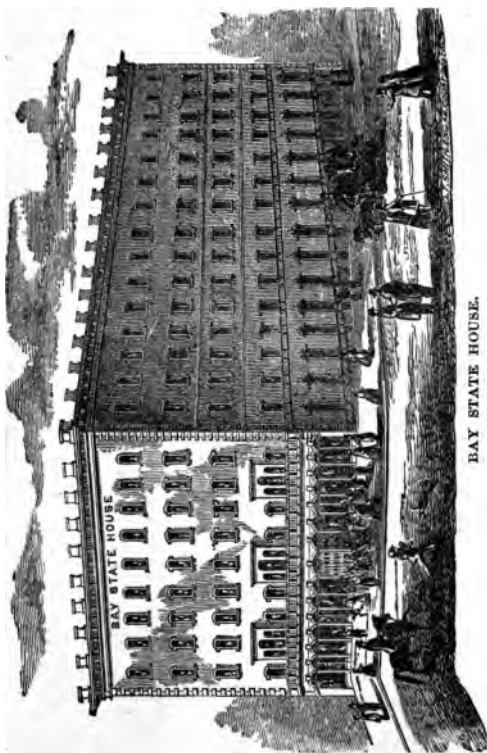
**BY BOAT AND RAIL FROM NEW YORK BY THE NORW
LINE OF STEAMERS, VIA WORCESTER AND NASHUA.**

These fine boats, "City of New York" and "City of Boston" leave Pier No. 40, North River, at 5 o'clock, P. M. They h



STEAMER "CITY OF BOSTON."

all the appointments and conveniences to be found upon the boats of any inland waters, passing in full view of the great city, the surrounding objects of interest and the suburban towns along the Long Island shore, more fully described in the opening pages. Passengers by this route incur little risk from storms or inconvenience from rough weather; arriving at New London at 4 o'clock A. M.; White Mountain Express train leaving at 5 o'clock A. M.; thence by the Norwich and Worcester Railway, with elegant parlor cars, which are not excelled, if equalled, by those of any line, to WORCESTER—the heart of the Commonwealth—

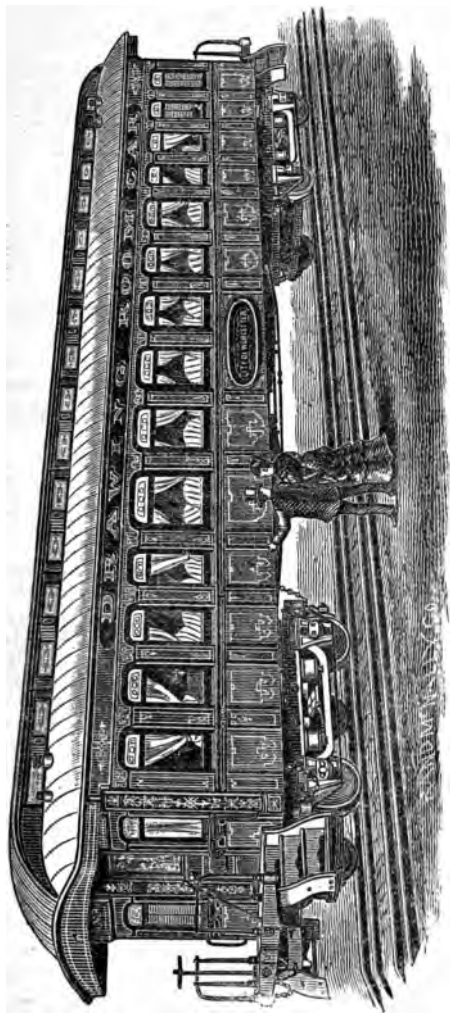


BAY STATE HOUSE.

(receiving at this point the travel centreing here from converging roads,) and after taking time for breakfast at the BAY STATE HOUSE, proceed by Worcester & Nashua Railway to AYER'S JUNCTION, (connecting there with train from Fitchburg,) to Nashua, (connecting with through White Mountain Express trains from Boston,) and Manchester, along the valley of the Merrimack River, (receiving at Manchester passengers from Portsmouth and the East, and from Boston via Lawrence,) proceed, stopping only at important points, to Concord, Lake Winnepesaukee, Plymouth, (dining station,) Littleton, (from here to Profile House by stage,) Bethlehem, Twin Mountain House, Fabyan House Station, (nearest to Mount Washington,) and Crawford House at the Notch, and Mount Washington House on summit of Mount Washington, or to Lancaster (stage from here to Jefferson Hill,) and Northumberland—junction with Grand Trunk Railway for Montreal or Quebec.

NOTE.—An Express train, connecting with this line of boats, leaves New London at 5 o'clock A. M., giving a full night's rest on the boat, and proceeds, by continuous express trains (parlor cars run through) without delay to the Mountains.

NORWICH is at the head of navigation on the Thames River, thirteen miles from New London. The location is commanding, built upon the steep hillside, lying between the rivers which unite to form the Thames. The manufacturing portion of the town is in a valley enclosed by hills. Cottons, woollens, paper and machinery are the chief products. The territory comprised in the town was purchased of Uncas and his sons for the sum of seventy pounds. A large banking and insurance business is carried on at this place. The "Falls of the Yantic" are about a mile from its outlet, and should be visited by those who tarry here.



"CITY OF WORCESTER" AND "FRANCONIA."

Norwich Line, New York to the White Mountains.

Leave New London at 5 A. M., by White Mountains Express, for Worcester, Clinton, Nashua, Manchester, Concord, Lake Winnepesaukee, Plymouth, (dine), Littleton, Lancaster and Twin Mountain and Fabyan
Connecticut.

ROUTE.

From New York to Concord, N. H.

BY BOAT AND RAIL FROM NEW YORK VIA STONINGTON LINE OF STEAMERS.

Leave Pier No. 33, North River, at 5 o'clock P. M., by either of the safe and elegant boats of this line—the “Narragansett,” “Stonington” and “Rhode Island,” passing in full view of the great Metropolis and the scenery of this interesting locality, arriving at Stonington at 4.30 A. M., thence proceeding by White Mountains through express train, with elegant parlor cars through to the mountains.

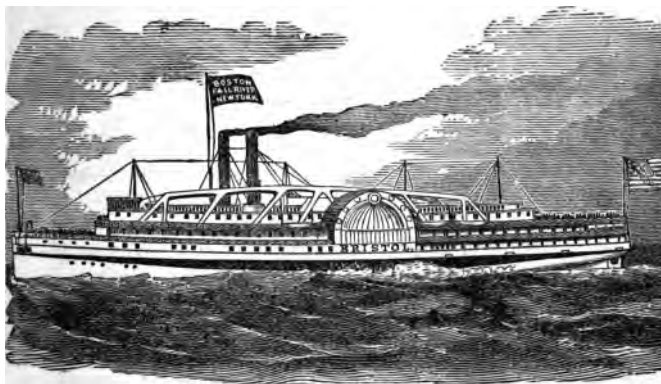
At Providence passengers have thirty minutes for breakfast. The route thence is over the Boston & Providence, Mansfield, Framingham & Lowell and Nashua & Acton Railways to Nashua, thence northward to Concord, thence over the Boston, Concord & Montreal Railroad to Plymouth (dine), Littleton, (stage from this point to Franconia and the Profile House), or to TWIN MOUNTAIN HOUSE, FABYAN HOUSE, Crawford House, and Mt. Washington Summit, or to Lancaster, (stage to Jefferson Hill), and to Junction with Grand Trunk Railroad at Northumberland.

ROUTE.

From New York to Concord, N. H.

**BY BOAT AND RAIL FROM NEW YORK VIA FALL RIVER
LINE OF STEAMERS.**

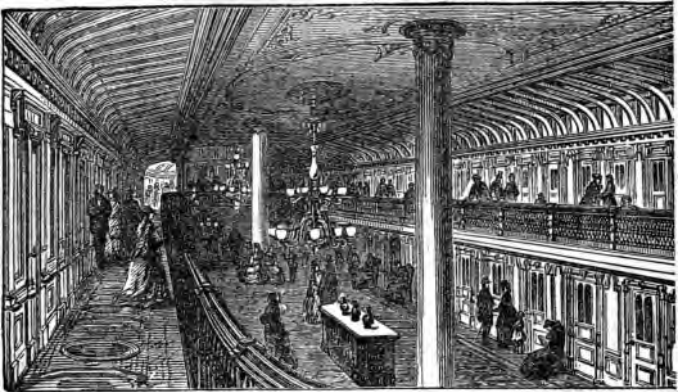
Starting at 5 o'clock, P. M., from New York, Piers No. 28 and 80, North River, these palatial boats, the finest that float upon inland waters — the "Bristol" and "Providence," each furnished with an excellent band of music during the season of summer travel, and with large state-rooms lighted by gas, will proceed through the whole length of the Sound and Narragansett Bay,



STEAMER "BRISTOL."

affording fine views of the Metropolis and surroundings described in the preceding pages, giving a longer sail, and less distance by rail, with same time and fare as other routes, and arrive at Fall River — the champion manufacturing city of New England — on Mount Hope Bay, an arm of Narragansett Bay, at the confluence of Taunton and Fall Rivers, at about 4 o'clock, A. M.

Here take the fine parlor cars of the Old Colony Railroad, built expressly for this line, and proceed by fast express trains to Boston, over the safe road-bed of this popular line.



INTERIOR VIEW OF GRAND SALOON.

Passengers are transferred to the Boston & Lowell Railroad Station, where, in elegant reception rooms and dining hall, they have ample time for breakfast. Here take the parlor cars of this first-class line and proceed by express train, stopping only at important points, to Concord, thence over the Boston, Concord & Montreal Railroad to Lake Winnepesaukee, Plymouth, Littleton, (from here to Profile House by stage), Bethlehem, Twin Mountain Station, FAYAN HOUSE STATION, (present terminus of the Mountain branch, and nearest to Mount Washington and the Crawford House at White Mountain Notch,) Mount Washington Railway Station at Marshfield, up Mount Washington Railroad to summit, or to the Crawford House at the Notch, or to Lancaster, (stage from here to Jefferson Hill), and Northumberland—junction with Grand Trunk Railway for Montreal or Quebec.

ROUTE.

From New York to Concord, N. H.

ALL RAIL DAY ROUTE FROM NEW YORK TO THE MOUNTAINS.

Leave New York by express train via Springfield, Worcester and Nashua, from the Grand Central Depot, Forty-second street, at 10 o'clock, A. M., (fast express,) by New York & New Haven Railroad via New Haven and Hartford, and arriving at Springfield at 1 o'clock, in time for dinner at that excellent hotel, the Massasoit house; thence proceeding via Worcester, (receiving



MASSASOIT HOUSE.

travel from connecting roads,) Nashua, via Worcester & Nashua Railroad, joining at Nashua the express from Boston, Manchester, and along the Merrimack valley to Concord; and from that point continue by the Boston, Concord & Montreal Railroad, reaching Plymouth, N. H., the same evening; stopping at the famous Pemigewasset House for the night, and continuing the journey to the Mountains in the morning. There is also an evening train, leaving New York at 8 P. M. This is the only rail route by which passengers can travel the entire distance by express trains and parlor cars.

NOTE.—This route, taking the morning train, conveys the passenger through the interesting portion of Connecticut and Massachusetts, the fair capital city of **NEW HAVEN**, appropriately called the "Elm City," held in memory by the many graduates of the famed and ancient Yale College, founded in 1700. From New Haven to the twin capital city of **HARTFORD**, calling up remembrances of the "Convention" and Charter Oak, and noted for the elaborate architecture of its elegant and permanent buildings, the wealth of its people and the colossal and substantial growth of its Life and Fire Insurance Companies. The manufactures are extensive, including Colt's immense pistol works, covering one hundred and twenty-five acres, Sharpe's rifle factory and a wide variety of other interests. Central Park contains forty-six acres and is an attractive spot. The splendid railroad station will attract your attention, and you pass on to Springfield through the finest portion of the Connecticut Valley. Henceforth Hartford is to be the sole capital of the State.

SPRINGFIELD, located on the east bank of the Connecticut, is an important railroad centre, noted for the beauty of its location, and chiefly for the United States Armory, the only considerable government manufactory of small arms in the country, there located. The buildings of the armory have an elevated location in the easterly portion of the city, and are well worth a visit; here also are the extensive car works of the Wason Manufacturing Company, and Smith & Wesson's pistol works, both noted manufactories.

WORCESTER, the heart of the Commonwealth, is an important railroad and trade centre, as a glance at the map will show you, and one of the most important inland cities in New England, manufacturing iron goods, tools and machinery in wide variety. The people have a large average of wealth and are an enterprising, live and liberal community. The manufacture of wire of all kinds is extensively carried on here.

ROUTE.

From New York to Concord, N. H.—Shore Line.

ALL RAIL ROUTE FROM NEW YORK TO THE WHITE AND FRANCONIA MOUNTAINS.

Leave New York, via Shore Line, from the Grand Central Station, Forty-second street, at 8 o'clock, P. M., via New York & New Haven Railroad, proceeding by express train in Wagner's sleeping cars, via Bridgeport, New Haven, New London, Stonington and Providence, along the shore of Long Island Sound and Narragansett Bay, an exceedingly pleasant route with no vexatious delays, and superior accommodations for comfort, through a network of thriving towns and cities (of which the space of our hand-book does not permit description). The route is noticeable for its coolness and freedom from dust.

Taking ample time for rest in the fine reception rooms, and for breakfast in the depot dining-rooms at Providence, leave that point by the express train at 6.20, A. M., via Mansfield, Framingham, (connecting with train from New York, via Springfield,) Lowell, Nashua, via Nashua & Acton Railroad, or 6.25, A. M., via Providence & Worcester Railroad, via Worcester and Clinton; thence to Nashua, Manchester, and along the Merrimack valley to Concord, N. H., from which point the route to the lake and mountains is described in the succeeding pages.

ROUTE.

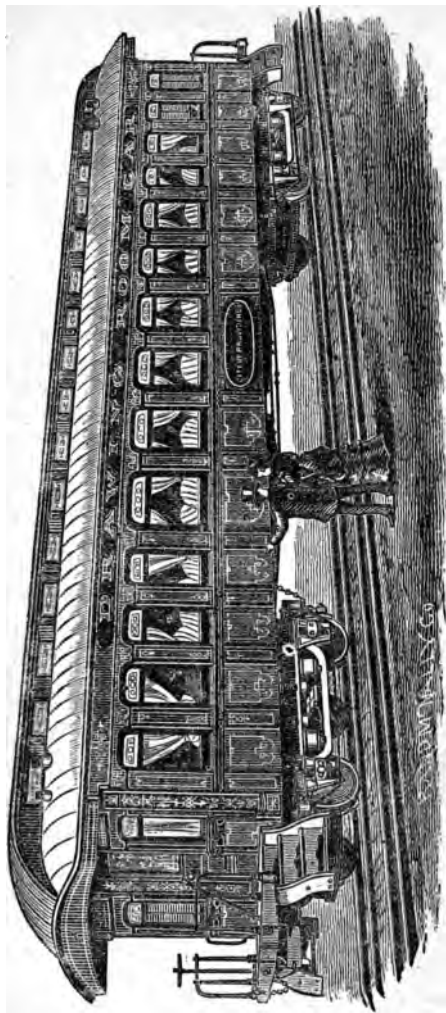
From Providence, R. I., to the Mountains, Montreal or Quebec.

VIA WORCESTER.

Leave Providence in the morning (see time tables), via Providence & Worcester Railway, in elegant Parlor Cars built expressly for this line, stopping only at important points, connecting at Worcester with the through White Mountains express train via Worcester and Nashua. This route from Providence to Worcester is through the fine section of country which may be said to be a series of manufacturing villages. The accommodations are first-class in every respect. Leave Worcester at 8 o'clock, A.M., and passing directly on via Worcester & Nashua Railroad, to Nashua, Manchester, and Concord; thence northward to Lake Winnepesaukee, Plymouth, Littleton, Franconia Notch, the White Mountains, Lancaster, Northumberland,—uniting at this junction with the Grand Trunk Railway for the Canadian cities.

NOTE.—PROVIDENCE is the principal port of entry and one of the capital cities of Rhode Island, and is the second city in population and wealth in New England. The location is upon both sides of Providence river, which is crossed by wide and commodious bridges. Its first settlement in 1636, by Roger Williams — exiled from Massachusetts for religious heresies — is too familiar to need repetition. The rock on which he landed, on the bank of Seconk river, is still pointed out. The *City Hotel* is a first-class house where every comfort is provided, L. H. Humphreys, proprietor.

Brown University is one of the noted Colleges of the country, and the Educational and Charitable Institutions of the city are numerous, and liberally endowed. An extensive network of railroads terminates here, having a central station in the heart of the city, and steamers run to Bristol, Newport, Fall River, Warwick, Rocky Point and various places on Narragansett Bay. A sail down the bay should, by all means, be taken.



"CITY OF PROVIDENCE."

Leaves Providence 6.30 A. M. on White Mountains Express Train, via Providence & Worcester and Worcester & Nashua Railroad. Dine at Pemigewasset House. Arrive at Twin Mountain House 4 P. M.,
 For Ryan House 4.30 P. M.

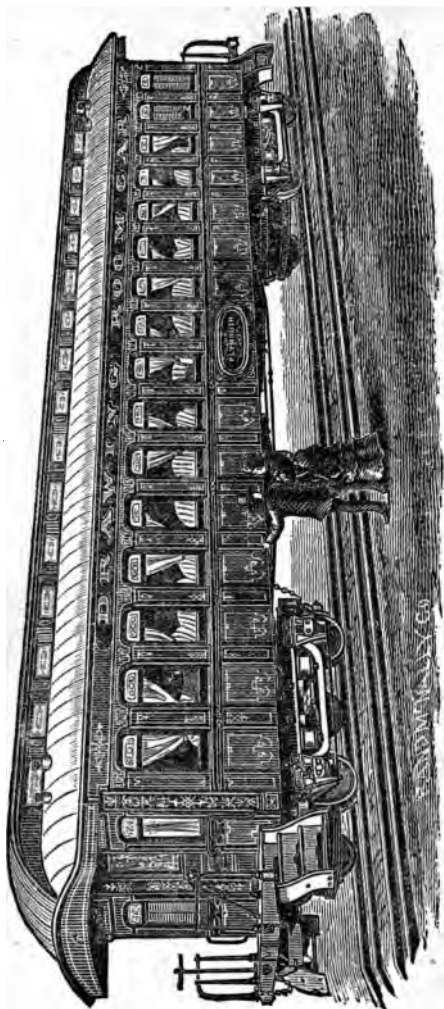
ROUTE.

From Providence and Pawtucket, R. I., New Bedford, Fall River and Newport, to the White and Franconia Mountains, Montreal and Quebec.

VIA MANSFIELD, FRAMINGHAM AND NASHUA.

Leave Providence, Pawtucket, New Bedford, Fall River and Newport, (see time tables), via Mansfield & Framingham, and Nashua & Acton Railroads in elegant Parlor Cars, built for this line with all the modern improvements contributing to the comfort and safety of patrons of the route, passing directly on to Nashua, Manchester and Concord—thence northward to Lake Winnepesaukee, Plymouth, Littleton, Franconia Notch, the White and Franconia Mountains, Lancaster, Northumberland Junction, (uniting here with Grand Trunk Railway for the Canadas.)

NOTE.—Few strangers will wish to leave Providence without visiting NEWPORT, the elegant and fashionable New England watering place. A line of steamboats run regularly in the season of travel. A century ago it was a rival of New York in its foreign commerce. The town was virtually destroyed by the British in 1779 and two-thirds of the population deserted the place. Of late many elegant residences have been erected upon the elevations overlooking the sea. The town is rich in historical associations and localities and objects of rare interest. There is an inner and outer harbor, forming one of the finest in the country, each surrounding point and headland fraught with historic interest. The older portion of the city is crowded and ancient in appearance; the new town is built with liberal breadth of streets and display of architectural taste and elegance. The fleets of the world could ride at anchor in the deep and spacious harbor; the Forts, ancient and modern, the mysterious "Old Stone Mill," the carefully preserved printing press on which Ben. Franklin worked in 1772 are important among the many sights not to be overlooked during your stay.



"PLYMOUTH."

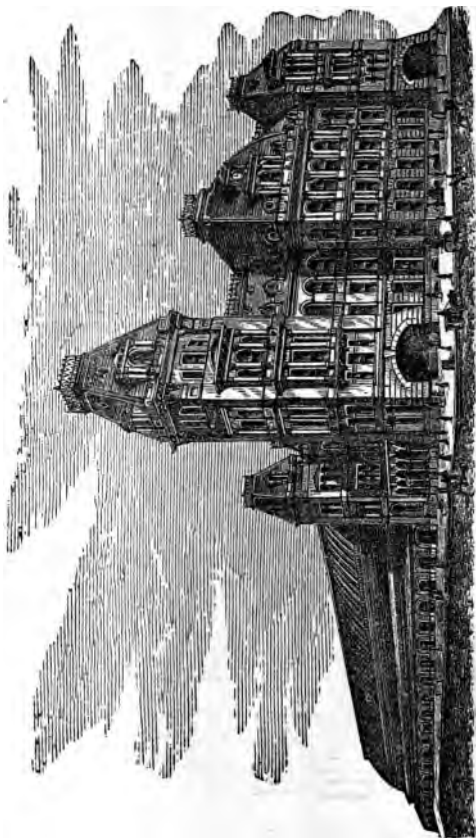
Runs on White Mountains Express Train, Stonington Line. Leaving Stonington 4.30 A. M., Providence 6.20 A. M.

ROUTE.

From Boston to the White and Franconia Mountains, Montreal and Quebec.

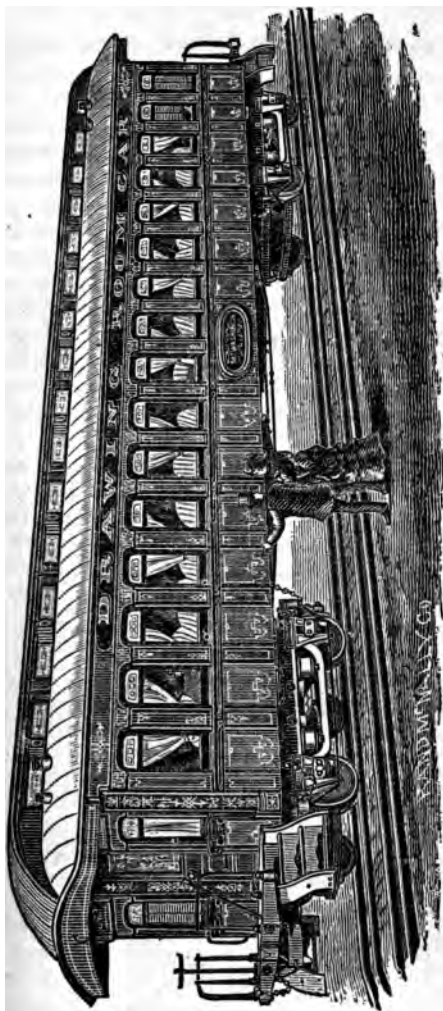
VIA LOWELL.

Leave Boston by the Boston & Lowell Railroad, from the magnificent new passenger station, Causeway Street, at 8 o'clock A. M.



PASSENGER STATION, BOSTON & LOWELL RAILROAD, CAUSEWAY ST.

White Mountains Express Train, with "Drawing Room Cars," leaves Boston from this station, running via Boston, Concord, Montreal & White Mountains Railroad, to the White and Franconia Mountains, and via Montreal and Boston Air Line to Montreal.



"Mt. Washington"

Runs on White Mountains Express train, leaving Boston from Lowell Depot, at 8 A. M., 12 M., via Boston, Concord, Montreal & White Mountains Railroad, Mondays, Wednesdays and Fridays; "Mt. Washington Express," Tuesdays, Thursdays and Saturdays for White and Franconia Mountains.

Leave Boston by the Boston & Lowell Railroad, from the magnificent new passenger station, Causeway Street, at 8 o'clock A. M. This new Passenger Station is the finest in New England, and perhaps, in the United States; is complete in all its arrangements for the comfort and convenience of patrons of this line; has fine reception rooms and restaurants; is beautiful and unique in the style of architecture, and rich and ornamental in material of construction. The roof, being of glass, gives a pleasing and cheerful light not often seen in buildings of this class, and dispels that depressing gloom which often shadows the waiting traveller.

Leaving this station the stranger looks with interest to the right upon historic ground in Charlestown, with the plain shaft on Bunker Hill rising now and then into view; the McLean Asylum for the Insane at Somerville will also be noticed, and you pass on to Lowell over one of the oldest lines of railway in the country, and, in the new improved parlor and fine monitor-top cars of the line, with no delays, excepting the necessary stoppages and for dinner, you take your journey to the mountains, by the express train, and are made as comfortable as modern enterprise can make you, with the added charm of a pleasant country on either hand as you thread the valley of the Merrimack.



THE MERRIMAC HOUSE, LOWELL.

At Lowell the Concord river unites with the Merrimack, furnishing the extensive water-power of this great manufacturing site. Fifteen millions of capital are invested and fifteen thousand people are here employed in the extensive mills.

From Lowell, after receiving travel from Salem, over the Salem & Lowell Railroad, thence along the Merrimack to Nashua, (uniting here with New York and White Mountains Express via Norwich and Stonington lines,) another of the thriving cities developed on the water-powers of the Merrimack, where we find the productions of the mills and shops not confined to the specialty of cotton fabrics, but ranging over a wide list of the useful and ornamental, the massive and the diminutive.

From Nashua there is little of special interest until Manchester is reached—the largest city of the old Granite State. Though cotton manufacture may be considered the special feature of the products of Manchester, yet the locomotive works are of great importance. The Amoskeag Manufacturing Company have three millions of dollars in their business of manufacturing steam fire engines, machinery, and a wide diversity of products. Some ten miles west of Manchester are the two considerable peaks known as the “Twin Uncanoonucks,” said to be the first elevations seen by mariners approaching the coast.

The substantial stone dam at Amoskeag Falls, built in the form of a half circle, will be observed upon the left as the train passes out of the city over the smooth and substantial roadbed of the CONCORD RAILROAD—one of the most important short trunk lines in the country—and with management worthy of its importance. Onslow Stearns is the President, and H. E. Chamberlain, Superintendent.

The short ride to Concord is through the pleasant valley of the Merrimack, and past the improved water powers at Hooksett (observe the sharp rocky “Pinnacle” to the left,) and Suncook; and from Concord northward, giving connection at WEIRS with Steamboat on Lake Winnepesaukee for CENTRE HARBOR, (stage and mail route from Centre Harbor to North Conway.) Also from WEIRS passengers go by boat to Wolfeborough, (rail route from Wolfeborough to North Conway).

From PLYMOUTH the Pemigewasset Valley Stage Route ?

verges through Campton, Woodstock and Lincoln to Franconia Notch and the PROFILE HOUSE.

The train leaving Boston at 12 o'clock noon, by this route, with the fine parlor cars, connects with the boat on Lake Winnepesaukee, at Weirs, for Centre Harbor and Wolfeborough, and continues to Plymouth; also, night accommodation train over the Boston, Concord & Montreal connects at Concord with the 6 o'clock trains from Boston, from Lowell Depot, running through to Plymouth, N. H., the same night, and continuing to the mountains next morning.

ROUTE.

From Boston to the Mountains, Montreal and Quebec,

VIA LAWRENCE.

Leave the station of the Boston & Maine Railroad, in Haymarket square, at 7.30 A. M. As on the Lowell route, the view from the car windows, to the right as you leave the city, looks upon the Heights in Charlestown, and the shaft of Bunker Hill Monument—always an object of interest.

This route for the first twelve miles passes through the net work of fine suburban towns and villages that have sprung up along the line of all important railways centreing in the New England metropolis, and extending wider and in new localities as the years roll on. Somerville, Malden, Melrose, Wakefield and Reading are fine towns. The union of this road with the Salem & Lowell is at Wilmington Junction. Twenty-three miles from Boston the fine old town of Andover is reached. Here is the Theological Seminary founded in 1807, for the purpose of providing a "learned, orthodox, and pious ministry." It is under Congregational auspices, but not closed to others. The Abbott Female Seminary, Phillips' Academy (founded nearly a century ago), and the new Memorial Hall, which will accommodate a free library, are of noticeable importance. The MAN-
SION HOUSE is a good Hotel, C. L. Carter, Proprietor.

Reaching the Merrimack, twenty-six miles from Boston, the fine buildings of the great cotton and woolen mills of Lawrence attract attention. Younger in years than most of the cities of New England, Lawrence holds an important place in the production of cotton, woolen, and worsted fabrics, and the manufacture of paper.

Nearly thirteen thousand operatives are employed, and twelve million dollars of capital are invested. The Boston & Maine Railroad here diverges to the eastward, on its way to Portland and we continue by way of the Manchester & Lawrence R

road, to Manchester, and from thence to Concord, as described in the route via Lowell, and on to the Mountains.

WINDHAM, on the Manchester & Lawrence Railroad is the point of intersection with the Rochester & Nashua Railroad, lately opened, and completing a new through line, from Portland to New York, directly across the country, without making the circuit of the Coast.

There is also, over this route, the 12 o'clock noon train from Boston for Plymouth, N. H., connecting at Weirs, on Lake Winnepesaukee, with boat for Centre Harbor and Wolfeborough; and 5 o'clock night train from Boston running through to Plymouth same as by the Lowell route, and continuing from Plymouth to the mountains the following morning.

BOSTON.—Either going or returning from the lakes and mountains, the stranger will wish to tarry for a short time in this good old city—the metropolis of New England. Philadelphia was a forest and New York an insignificant village long after Boston had become an important commercial town. This ancient and honorable city has, by natural growth, and by absorbing surrounding towns, become the fourth city in population in the Union, and is one of the first in point of average wealth and the culture and enterprise of its citizens.

The old revolutionary associations, the hallowed sites and many objects of interest in, and in the near vicinity of the city, attract the intelligent stranger. It is the second city in commercial importance in the United States, and in the culture of its people, the extent and grandeur of its charities and institutions, and the solidity of its finances, it has no rival.

Among the many places and points of interest, which strangers will visit, are Faneuil Hall—the old cradle of liberty—the Old South Church, under the shadow of which Franklin was born; the City Hall, with the Franklin Statue, on School Street; the new Post Office Building on Devonshire Street; Music Hall, with the Great Organ, off Winter Street; the Athenæum on Tremont Street; the Public Library on Boylston Street, and the Institute of Technology on Commonwealth Avenue. The outlook from the cupola of the State House is one of rare interest.

The world renowned Boston Common with the "Old Elm" where witches were hung, and beneath which Whitfield preached, an enclosure of forty-eight acres, is a spot more universally loved and resorted to by Bostonians and New Englanders than any other, being easily reached from any quarter of the city. The modern Public Garden, an enclosure of twenty-two acres, *adjoining the Common*, with the artistic arrangements of its walks and *fountains and fine statuary*, is worth a visit.

In the old Cemetery on Copp's Hill are the graves of Cotton and Increase Mather and others known to fame. In the "Granary Burying Ground," on Tremont Street, are the graves of a long line of colonial Governors, of the patriot Paul Revere, the famous patriot Statesmen John Hancock and Samuel Adams, and the parents of Benjamin Franklin.

Bunker Hill, in the Charlestown District, will be visited by all lovers of country; the outlook gained by ascending the monument is one of the finest to be found. While here, visit also the Navy Yard and Dock, important among the naval stations of the country.

A trip to Cambridge, the site of Harvard College, where may be seen the old "Washington Head-quarters," the noted Elm under which Washington assumed chief command, and Mount Auburn Cemetery, the resting place for the dead, made attractive and beautiful by lavish expenditure and cultured taste.

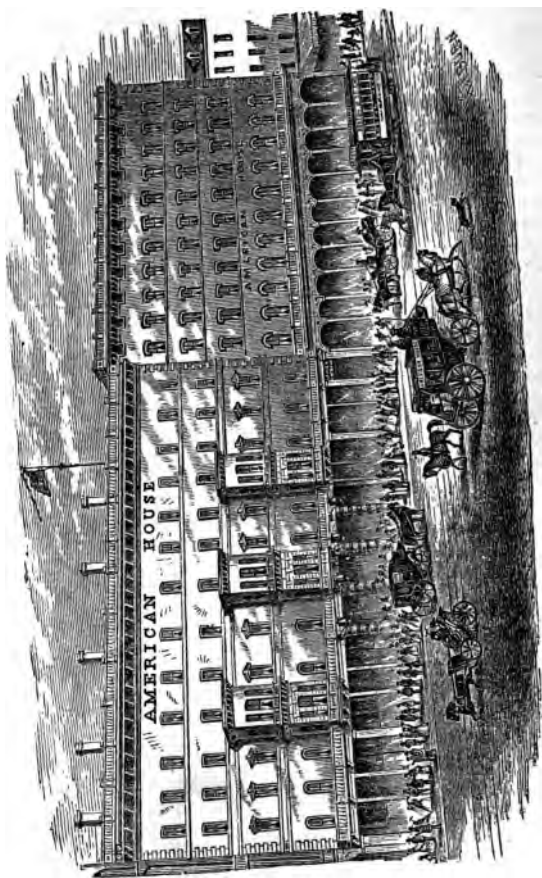
To the man of wealth, leisure and culture, perhaps no city in America has so many advantages as a place of residence as Boston, and no city in the country has, in its immediate vicinity, or within a circuit of twenty miles, so complete a network of cities and towns of importance, desirable as places of residence, beautiful and attractive in location and convenience of access.

Summer excursions by steamboat to Hull, Hingham and Nahant, and trips among the islands and return, are made daily, from different points, and are patronized by the best of people.

In the matter of HOTELS, Boston has many worthy of its fame.

THE AMERICAN HOUSE. Lewis Rice & Son, Proprietors, on Hanover Street, is first-class in its appointments, central in location and managed by popular and well known gentlemen.

THE REVERE HOUSE, TREMONT HOUSE, EVANS HOUSE, PARKER HOUSE, UNITED STATES HOTEL, (opposite Boston & Albany R. R. Station), the COMMONWEALTH, ST. JAMES and CLARENDON Hotels are among the most central and best managed of the popular Hotels, with others of, perhaps, equal merit, which want of space forbids mentioning.



AMERICAN HOUSE.

Chicago to San Francisco, via
Northwestern and Union Pacific

ITE ROUTE!

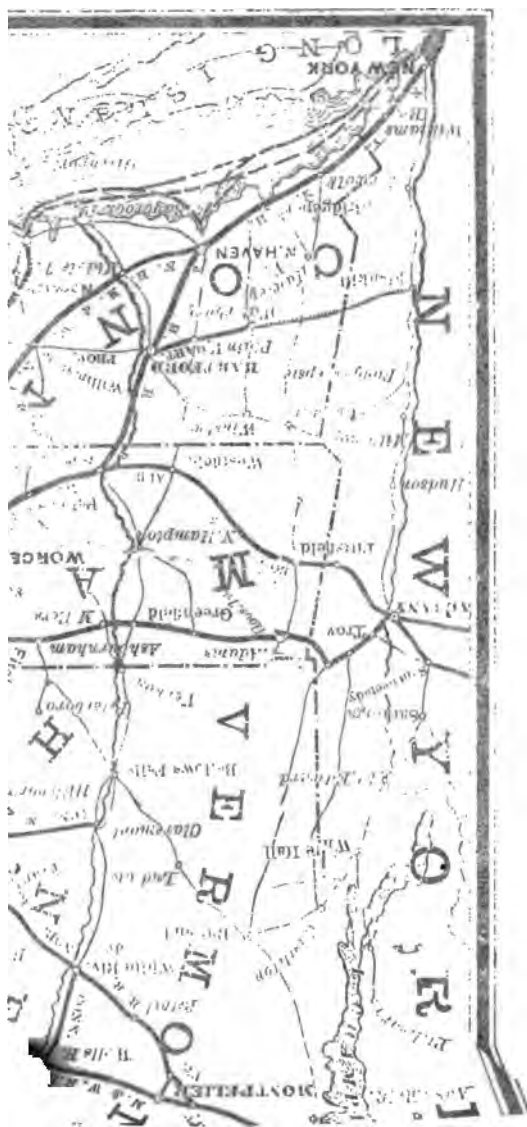
ER LINE

ate from

ELD, PROVI-

R

**ERT, MOOSEHEAD
LIFAX.**



CHAPTER II.

NORTHERN PLEASURE TRAVEL, NEW HAMPSHIRE.

The ancient name of New Hampshire, or of the old province which comprised it, was LACONIA — so called by reason of the great lakes therein. It was enfeoffed to Capt. John Mason, with Sir Ferdinando Gorges, Kt., (1629,) described in the grant as “lying and bordering upon the great lakes of the Iriquois and other nations adjoining, extending back to the great rivers of Canada;” and described in an English book on America, published in London (1658), as “having the Sagadahock and Myrameck rivers on the New England seacoast;” also “*the great lakes that tend towards California and the South Sea, on the west thereof.*” “The air thereof is pure and wholesome, the country pleasant, having some high hills full of goodly forests and fair vallies and plains of fruitful corn, vines, nuts, and infinite sort of fruits; large rivers, environed with goodly meadows full of timber-trees.”

An act of the General Assembly, (1704,) made it the duty of every householder within the several towns of the province, “to provide one good pair of snow-shoes, and *mogasheens*, (with penalty for default,) and to replace and repair the same, the better to enable them to pursue the enemy in winter.”

The Granite Commonwealth has been described as a good place to emigrate from; and, perhaps, no State in the Union retains

few of its enterprising sons on the homesteads among the hills; but, it may also be safely asserted that no other state has more reason to be proud of the sons and daughters sent forth to the world, and no spot do the absent look back to with more of affection and reverent love. That

* * * * * "the land
Of storms and mountains hath the noblest sons;
Whom the world reverences,"

is proved to be true of this land of hills, as well as of other lands, and in other times. The wildness of the mountain scenery, in the northern section of the State, attracts that army of visitors for whose use this book has been prepared.

THE MERRIMACK RIVER.

"Our Christian river loveth most
The beautiful and human;
The heathen streams of Naiads boast,
But ours of man and woman."

By whichever way the capital of the State is approached from the south, the way for several miles is along the banks of the fair Merrimack, preëminently the river of uses, subservient to almost every industry.

It was said in the quaint language of the early discoverers, to be a "faire, large river, well replenished with fruitful isles; the country pleasant, full of goodly forests and faire vallies," a description that answers well for the present, though made when its waters ran unvexed to the sea.

Rising in sources more than five thousand feet above the sea level, the Pemigewasset and Winnepesaukee rivers unite at Franklin, forming the Merrimack. The Winnepesaukee is the outlet of the great lake, and the water-power companies of the cities below have wisely provided artificial means to retain in this great natural reservoir a reserve of power in times of drought.

Along the banks of this fair stream we are now whirled. As *its sources* are more varied, so are its uses more manifold than *any stream of its extent and volume* in the world. Gathered

from infant streams, born in the placid ponds of the Franconia Valley, and high up on the summit of Mount Willey, in the Crawford Notch, and receiving waters from the outlets of Winnepesaukee, Squam and Newfound lakes, from the slopes of distant Monadnock and Kearsarge, through the Contoocook, Blackwater and tributaries; and, farther down, from the outlet of Massabesic the Suncook, Souhegan, Nashua, Concord, Spicket and Shawshen rivers, it discharges into the Atlantic, after its broken and busy flow of two hundred and sixty miles by its course.

The fine imagination of Whittier thus invokes the fair stream, at a merry gathering upon the river bank:

"Bring us the airs of the hills and forests,
The sweet aroma of birch and pine,
Give us a waft of the north wind laden
With sweet brier odors and breath of kine!

Lead us away in shades and sunshine,
Slaves of fancy, through all thy miles,
The winding ways of the Pemigewasset,
And Winnepesaukee's hundred isles."

Lowell, Nashua, Manchester and Lawrence are the chief manufacturing centres utilizing its power, with a host of lesser towns, upon its banks and tributaries, deriving their importance from the water-powers here so generally used.

CONCORD, N. H.

This capital city of the good Granite State is a steady-going, thrifty and eminently respectable municipality; one of the cleanest and most well-to-do of New England cities; lacking water-power to attract the heavy manufacturers, it is dependent upon its central position for trade, and its importance as the political centre of the State, for its elements of growth. The town was described, in a petition of the inhabitants of the town of Rumford to the General Assembly of the province, 1775, as "having Mansion Houses, Fortifications and out-houses, well formed for defence, being on the Merrimack River about a day's march below the confluence of the Winnipishoky and Pemmissawasset

Rivers." In this petition the inhabitants ask that their "antient and well-regulated settlement may have seasonable aid for protection against a bloodthirsty and merciless enemy, who thraughten the life of the settlement, and render danger of evacuation eminent."

The State House is finely situated in the heart of the city, between Maine and State Streets, and the enclosed grounds, some two acres in extent, are laid out in pleasant walks.

Sons of New Hampshire who may tarry here, if but for an hour, should visit the gallery of portraits of eminent sons of the State, including a recently collected series of paintings of the local Governors, from the courtly features and dress of the old colonial times, through the long line of rulers of this wisely and lightly governed commonwealth, down to the well-known and much abused modern governor. In the Senate chamber are the portraits of the presiding officers of the Senate, who have been among the most eminent men of the State.

In the Representative's Hall are fine portraits of General John Stark, of Bennington fame; also of Gen. Alex'r Schanmel and Gen. Enoch Poor, companions and intimates of Lafayette,—with other fine portraits more universally known.

The State Asylum for the Insane, with its extensive buildings and grounds, is upon a gradual swell of land on the western limits of the city proper. The State Prison is somewhat ancient in its appearance, but safely holds its inmates, and is so centrally located as to stand a continual warning to good citizens to continue in the way of well-doing.

From the granite quarries of Concord have been built many of the finest structures of the adjacent, as well as distant cities. The quarrying of this superior building stone, from neighboring hills, is an important industry of the city.

Concord coaches are a specialty in carriage manufacture; wherever you ride by coach-lines, whether over the picturesque White Mountain roads, the wide reaches of the western border, on the plains of Mexico, or the Steppes of Central America, the well-known name of Concord makers is upon the vehicle which conveys you; and, if the horses are housed in the famous *Concord harness* manufactured here by JAMES R. HILL, Esq., you

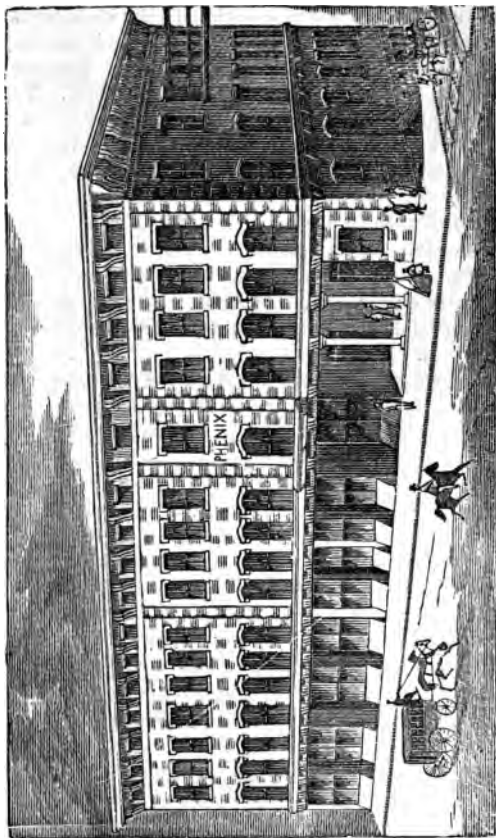
have added security for safe passage and delivery; for nowhere in the country is better material or more honest labor put into carriage and harness work than is done by these makers, whose wide local reputation has become a national one; their work is in demand wherever superior workmanship and material is required.

Concord was incorporated as a town by the government of Massachusetts in 1783, under the name of Rumford. The massacre of five citizens of the town by Indians, in 1746, is a matter of history well known to all familiar with local records. A plain granite monument on the Hopkinton road marks the vicinity of the tragedy.

The St. Paul School, for boys, is a flourishing institution at Millville, some two miles from the city proper, on the Hopkinton road and Turkey river. There are tasty buildings, in a pretty location, in the quiet valley. The School is under the patronage of the Episcopal denomination, and is a model institution, liberally patronized.

Long before the white man ruled in the realm, the centre of savage authority was at Pennacook, the Indian village located on the present site of the city. The Pennacooks were a powerful tribe, and Passaconaway, their great Sangamon, was a savage ruler, and counsellor of acknowledged wisdom and power, to whom the lesser tribes were tributary.

Concord is not wanting in good hotels, and whether your stay here be short or for a long time, all the substantial comforts and desirable conveniences which guests may desire, can be had for reasonable charges, at the **PHENIX HOTEL**, presided over by J. R. CROCKER, Esq., a popular and efficient landlord. Excellent rooms and gentlemanly attendance, with substantial plenty, are sure to be found. The location is in the centre of business, on Main street, near to Railway Station, with free coaches for patrons to and from all trains.



PHENIX HOTEL, CONCORD, N. H.



EAGLE HOTEL.

Also, at the **EAGLE HOTEL**, kept by **JOHN A. WHITE, Esq.**, all the essentials of a first-class house are found, with an excellent table, courteous attendants and spacious rooms, with liberal furnishing. The location is central, fronting the State Capitol buildings and grounds.

NORTHWARD FROM CONCORD.

The route to the Mountains or Canadas, from Concord, is over the Boston, Concord, Montreal & White Mountains Railroad. Once upon its express trains, we are driven mountainward with speed and safety; and, if it is the season of recreation, and you have given care to the winds, you will read with curiosity the faces of traveling companions, and study the peculiarities of fel

low-passengers who thread a common [thoroughfare, having a common object. Here are celebrities escaping high life and notoriety for a quiet time of peace and seclusion; shy natures courting voluntary banishment among the rocks and echoes; poets seeking near communion with nature, and the

“ Music of birds and rustling of young boughs,
And sound of swaying branches and the
Voice of distant waterfalls;”

merchants from the routine of the counting-house; bluff sea-captains exchanging the monotonous view of the rolling billows for the picturesque changes of a mountainous landscape; overworked pastors, with leave of absence and continued salary, seeking rest for a season from the delivery of prosy discourses to restless congregations, to read “sermons in stones,” written by the hand of an Almighty Author on imperishable granite walls; the Princess of song, mayhap, is on the way to learn that her art, with all its wonderful perfection, is but a poor imitation of the song of the

Or— “ Wild brook babbling down the mountain side;”

“ A full choir of feathered choristers
Wedding their notes to the enamored air;”

the artist is bound for a pilgrimage among the quiet beauties of North Conway, or the sweet vales of Campton, the loveliness of which he will transcribe, so far as human art may do it, ere he returns to the restraints of the studio; the pale invalid has a flush of hope, in view of expected relief from bodily ills, among the pure breezes and the savage vigor of the hills; but the happiest of all are the children—veritable innocents abroad—to whom the

“ Echo of cascade and voice of mountain brook ”

bring a joy unsullied by care, and on whose plastic minds the shadows and outlines of the great hills fall with force unappreciated by the older travelers.

There is enough of the savage inherent in man to make unrestrained liberty of movement sweet, however much it may have

been schooled in the harness of conventionality, or hampered by the restraints of custom; and, to most of us who have escaped for a time from city life, the freedom in store is a blest relief.

"No crowd impedes our way,
No city walls restrain our further bounds;
Where the wild flock can wander we may stray,
The long day through, mid Summer sights and sounds."

THE BOSTON, CONCORD, MONTREAL & WHITE MOUNTAINS RAILROAD.

This line, over which we are now passing, is one of those shrewdly and liberally managed interior lines of travel which have acquired a wide reputation for good management with the great army of pleasure travelers who largely patronize this route in the summer months, threading the shores of Lake Winnepesaukee and the outlying bays, thence northward along the valley of Baker's River to the fair Connecticut valley; thence over the White Mountains division, by the Ammonoosuc valley, to the Mountains and Canadian cities, the passenger has the advantage of picturesque scenery, while speed and safety are attained by making use of first-class rolling stock, and of all the modern appliances and conveniences of railway travel. J. E. LYON, Esq., of Boston, the veteran railway manager, is the President and controlling spirit of the road, with J. A. DODGE, Esq., of Plymouth, N. H., as Superintendent—a gentleman who combines the rare qualities, invaluable when united, of great efficiency, with gentlemanly address and business capacity.

Parlor cars are run on all through Express trains. Tickets may be purchased, information obtained, and general directions given at the passenger agency of this road, No. 5 State street, Boston, or at the office of the General Ticket Agent, Plymouth, N. H.

After leaving the Merrimack intervalles, above Concord, the stations are not such as to particularly interest the stranger, nor is the country sufficiently attractive to charm or interest you, until you reach the station at TILTON, at which place is located the N. H. Conference Seminary and Female College. Tr

School building is seen on the high ground to the left. Stages run from this point to Gilmanton Centre and New Hampton and to Franklin, N. H. And it is to some extent a place of summer resort.

Shortly after leaving Tilton station the waters of Lake Winnesquam are seen to the left. This lake, or outlying bay of Winnepesaukee, is a lovely sheet of water, formerly known as Sanbornton Bay, or Great Bay.

LACONIA.

This thriving village, twenty-seven miles from Concord, is an enterprising and live manufacturing village, desirable as a place of residence and important as a trade centre. The name "Laconia" was originally given to the whole region lying about the lakes and mountains.

Here are located the Belknap Mills, Ranlet Car Company with Iron Foundries and Machine Shops, a Bank of Discount and two Savings Banks, with all the accessories of a desirable country village.

The LACONIA HOUSE, kept by Elkins Brothers, is a new and commodious house, affording visitors substantial comforts and all needed requisites for a pleasant temporary home. A stage line runs from here to Alton Bay. The drive to CENTRE HARBOR is one of rare interest, and the BELKNAP and GUNSTOCK MOUNTAINS are often visited from this point; the view from the highest summit gives the eye wide range of the whole extent of the lake from a central point. Good teams for drives can be had at the above named hotel. The pleasant residences and tasty church buildings of the village attract attention as the through passenger is hurried on to

LAKE VILLAGE,

the next rail way station, another thriving town of attractive appearance, important as the place where are located the construction and repair shops of the Boston, Concord & Montreal Railroad line, with manufactories of machinery and mill castings (Cole Manufacturing Co.,) hosiery mills, and other mills of importance for making of knitting machines, needles, etc.



THE MOUNT BELKNAP HOUSE

is a commodious brick structure, near the railway station. DAVID B. STORY, Esq., is the obliging landlord, and those who may tarry here for a time will find no lack of pleasant drives in the surrounding region, and no one should fail to make the trip to the summit of Belknap. For these trips Mr. S. will furnish good teams at reasonable rates. The stage from Laconia to Alton Bay connects here.

From Lake Village the railway skirts the shores of Long Bay, lying to the right, an outlying portion of the lake proper: The lake itself now comes in view as you reach the small and unpretending station standing in solitary importance, and

WEIRS,

probably so called for the reason that here were located the *fish-weirs*, or nets, of the Indians, is reached.

This is the steamboat landing on Lake Winnepesaukee, where passengers can leave by the commodious steamer "Lady of the Lake," Captain S. B. COLE, and enjoy the delightful sail of ten miles, through the finest portion of the Lake, to the quiet and picturesque hamlet at the head of Central Northern Bay, so loved by artists and sought by lovers of beauty and quiet—known as CENTRE HARBOR, fully described in next chapter. At this point are the extensive camp-meeting grounds of the New England Methodists, probably the finest inland grounds in the country, where *thousands* annually enjoy the natural beauty and intellectual pleasures here afforded.

CHAPTER III.

LAKE WINNIPESAUKEE AND VICINITY.

This is the ancient "Winnapusscawkit, Winnipaseket, or Winipaseckek." If it be not sacrilege to apply measurement to the molten surface, or impossible to compute in miles so irregular a form, we may say, in general terms, that the length of the lake is some twenty-five miles, varying in width from less than one to seven miles in its greatest breadth, giving about seventy square miles surface. Its elevation above sea level is four hundred and ninety-six feet. The waters are of a deep, clear and transparent green. The islands (more than three hundred in number,) have clearly defined, and, with some exceptions, low, rocky shores, and are covered with the greenest foliage. On DIAMOND ISLAND, which is a sort of half-way station for the boats from the lake landings, and at which the "Lady of the Lake" makes a short stop in its trip from Wolfeborough to Weirs, is a comfortable hotel, accommodating some fifty guests, and is a place of resort for picnic, pleasure and fishing parties, and a favorite dining station for excursionists. BEAR ISLAND, of considerable extent, is also resorted to by excursion parties. Long Island, Governor's Island, Rattlesnake Island, and Cow Island are the larger of the isles which dot the lake; some have cultivated farms, others are used solely for pasturage, others are sacred to picnic and pleasure parties, while the small low isles, with their tangled growth, are the paradise of ungainly waterfowl.

The central extent of nearly unbroken water, is known as "*The Broads.*" The outlet is through the waters of Great Bay and



the swift Winnepesaukee river, which joins the Merrimack at Franklin. Its source of supply is a matter of speculation; no large streams find their way into it, and much of the surrounding water-shed is drained into other lakes and rivers having other outlets; many small brooks enter from the shores, but the outlet is an important and rapid stream, and the wide surface is exposed to evaporation; yet, with such apparent lack of supply, its banks are always full, forcing the conclusion that its volume is supplied largely by invisible springs of great number and force, fed by the surrounding mountains.

The Indian tribes who gave to the lake its musical name, found in its waters and on its shores inexhaustible supplies for their rude subsistence. Their frail canoes were thick upon its waters long before the artist sketched its outlines; their *ahquedaukens*, or "fish-weirs," furnished supply of food without limit, and the fertile shores provided the growth of corn. Old inhabitants tell of a tree once standing near at hand, on which was carved the legends of the Ossipee tribe in quaint Indian characters. Fishing in the waters of the lake rarely fails to be amply rewarded. The trout in deep waters, and pickerel in shallow places, among the reeds and lillies, are the most sought. The cusk, perch, and toothsome but inelegant and unpopular "pout," are also easily taken in abundance.

The loveliness which invests with "charms artistic and infinite" the cluster of bays which combine in the lake proper, is not easily described by words or transmitted by brush or pencil. The combination of summits, slopes and forests, green lines of shore winding in charming curves of symmetrical beauty, and sometimes, not often, the whole blending system of hills, forests, shores and islands reproduced in the still waters — a hanging shadow picture of wondrous beauty, beyond the reach of art to transcribe, is one to be remembered for a lifetime.

Moving over the lake in the steamer, from Weirs to Centre Harbor, an ever-changing succession of pictures is presented. The Sandwich and Ossipee mountains to the right, with glimpses of old Chucorua far to the north, and slopes of forests, green hill-sides, and fertile pastures, with the nearer view of Red Hill and *the surrounding elevations* fronting your course, the twin peaks

of Belknap and Gunstock mountains behind you, and the wondrous beauty of island gemmed surface and constantly changing outlines of the grander shores, all blend in a scene not to be forgotten. In finest weather you have for a few moments a view of the crown of Mount Washington—the Mecca of the mountain tourists—dim, distant and golden.

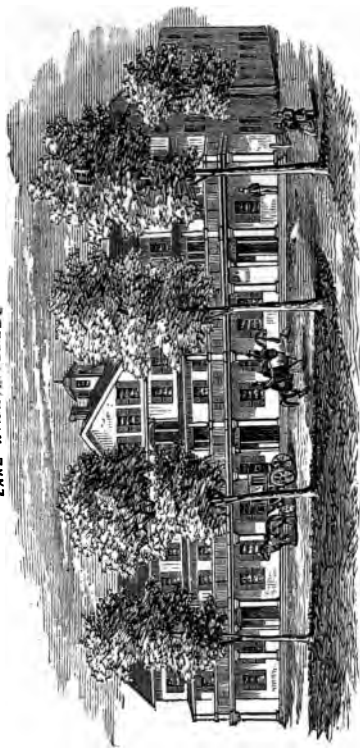
The name in the Indian language signifies “The smile of the Great Spirit,” or the “Pleasant Water of the High Place.” The testimony of Everett, Starr King and Bartok, among our own writers, and of travelers from foreign lands, to whom the loveliness of other scenes is familiar, all unite in praise of the perfection of beauty here revealed, “Mid shadowy hills and misty mountains, all covered with showery light, as with a veil of airy gauze.”

CENTRE HARBOR

is at the head of the Central North-end Bay. Here the visitor may tarry and take luxurious ease and perfect rest at the commodious hotels, row or sail upon the lake in boats to be had for the purpose, watch the play of the shadows upon the mirror of waters and the many hills, or make the “not to be omitted” excursion to RED HILL, or the drive of four miles “around the ring.” There is an elevation about a mile from the hotels which affords a fine outlook. Excellent teams are furnished for the attractive drives hereabout, and private teams are well cared for.

At the SENTER HOUSE, J. L. HUNTRESS, proprietor, first-class fare, attendance and rooms will be found. The location is near the shore of the lake; the grounds are ample, and piazzas broad and inviting to cozy and luxurious ease. All but chronic grumblers can here be entertained with all needful comforts and conveniences.

SENIOR HOUSE
LAKE WINNIPISGEE



CENTRE HARBOR, N. H.

BY J. L. HUNTER.



MOULTON HOUSE.

At the MOULTON HOUSE, S. F. EMERY, proprietor, good rooms and good cheer await you at all times, and patrons will find all the needful provisions for making comfortable either a prolonged or temporary stay, including teams and everything needful for the man of leisure, the sportsman, or families and parties seeking rest or pleasure.

Occasionally an independent tourist strikes from this point across the country, by neglected by-roads, in the direction of Franconia, and finds rare views to compensate for his travel in different stages of the journey. SQUAM LAKE should be visited, three and one-half miles from the village — a miniature Winnepesaukee.

RED HILL,

distant from Centre Harbor some five miles to the summit should be visited. From this elevation (of 2,500 feet) a view is had equalled in beauty by none other in this immediate vicinity. The wide reach of that cluster of silver bays, which, with the lake proper, give unrivalled variety and beauty to Winnepesaukee, lying like a mirror in its framework of round

swelling hills, pre-eminent in placid beauty, is here spread beneath the eye. Starr King beautifully says of the lake view from this summit: "Here is the place to study its borders, to admire the fleet of islands that ride at anchor upon its bosom, from the little shallows to the grand three-deckers, and to enjoy the exquisite lines by which its bays are enfolded, and in which its coves retreat, and with which its low capes cut the azure and hang over it in emerald fringe." The hill takes its name from a shrub covering its sides, the leaves changing to brilliant red in the fading autumn. The splendor of a sunrise view from this elevation, on a summer morning, is said to be beautiful beyond description.

The route from Centre Harbor to North Conway and the Glen House is by stage line, R. A. R. BENSON, proprietor, running along the base of Red Hill, through Moultonborough, the village of Sandwich, Sandwich Notch, Tamworth and Ossipee, to the station on Great Falls & Conway branch of Eastern Railroad. The distance from Centre Harbor to North Conway is about thirty-two miles, one half by stage line. The Bearcamp River Hotel at West Ossipee, (formerly Banks House,) J. L. PLUMMER, proprietor, is a favorite resort for anglers, hunters and lovers of the picturesque. Excursions from this point to Ossipee and Chucorua Lake are frequently taken; it is also a favorite point from which to view the ragged spurs of Chucorua.

This stage route, though somewhat rugged, gives a grand panoramic view of the mountains at that distance, which lends enchantment to their bold outlines. There are occasional sharp and tiresome hills on the route. Ossipee Mountain will haunt you during the drive. *Passaconoway* and *Whiteface* are lofty peaks, 4,200 and 4,100 feet elevation, respectively.

The Sandwich range of mountains is to the west and north, terminating in the peaks of Chucorua, with its massive symmetrical and precipitous ledges, 3,400 feet in height, desolate with the legendary curse of the dying chief whose name it bears.

Of North Conway, with its secluded charms set about with circling majesty of distant mountains, we will give a full account in a succeeding chapter. The other most important and picturesque village on the shore of Winnepesaukee is

WOLFEBOROUGH,

on the eastern shore of the Lake, settled some five years before the Revolution, also reached by boat from Centre Harbor and Weirs. Around this romantic village, located on ridges of land affording fine views, are many pleasant drives. Chief among the attractions is the ascent of Copple Crown Mountain (2,100 feet elevation), about five miles distant from the hotels. The ascent is not difficult, the carriage road reaching within a mile of the summit. The view takes in nearly the whole extent of the Lake, the ragged spurs of Chucorua, the massive Ossipee, and overtopping dome of Mount Washington; and, across the Lake, Mounts Belknap and Gunstock.

Sometimes, in the far distance, the blue ocean can be seen, and the wide landscape is dotted with more than a score of ponds of various dimensions. There is also a favorite view to be had from the lesser elevation of "Tumble-Down-Dick." Smith's Pond is a place of resort for sportsmen and others; and moonlight excursions on Lake Winnepesaukee from this point are often made to the lasting pleasure of all. A poetic writer has described the waters as lying in the soft moonlight, "burnished into liquid acres of a faint and golden splendor." Wolfeborough has direct railroad communication with Boston and the east, and with Conway by the Wolfeborough branch of the Great Falls & Conway Line, while the daily boat trips to Weirs, on the Concord & Montreal line, and to Alton Bay, give unusual facilities for visitors to choose among rival routes.

THE WOLFEBOROUGH PAVILION

is a fine and commodious hotel, A. L. HOWE, Esq., proprietor, also of the EVANS HOUSE, Boston, with all the requisites of a first-class inn, and a fine livery for the charming drives hereabout. The house is located in the immediate vicinity of the landing, with facilities for boating and all desirable rural pleasures.

THE GLENDON HOUSE,

J. L. PEAVEY, proprietor, is attractive in its exterior *and style, new, airy and pleasant*, on the shore of the Lake. *Inv*

stables connected, and boats may be had for Lake excursions. Billiard rooms, house lighted throughout with gas, electric bell arrangement, and lively and efficient management.

THE BELVUE HOUSE,

DANIEL HORN, proprietor. The grounds are beautifully located in the most attractive spot on the shore of the Lake, a few rods distant from the landing and railroad station. Connected with the house are livery stable, laundry, and bathing, and a large supply of boats for rowing and sailing, at moderate charges. The added pleasure of yachting can be enjoyed by the patrons of this house the coming summer, a fine new yacht having been launched the present season.

THE LAKE VIEW HOUSE,

F. J. LUCAS, proprietor, is beautifully located, commanding extensive views of Lake and Mountain Scenery. A desirable place for recreation or rest.

The sail by boat to the southern portion of the Lake leads you into the winding and hill-shadowed inlet of

ALTON BAY,

and brings you to the village of the same name at the foot of Merry-meeting Bay, at the lower end of the Lake. This is the point of railroad communication with Boston and the East, via the Dover & Winnepesaukee and Boston & Maine railroads. Connecting with trains over these roads, the new, staunch and commodious steamer, "Mount Washington," Capt. Wiggin, plies to Wolfeborough and Centre Harbor, through the entire length of the Lake proper. This place has become noted for the immense gatherings of Adventists and Spiritualists of New England in yearly camp-meetings, which are attended by thousands, and for whose accommodation extra trains and boat trips are run. Drives from this point to Mount Belknap, ten miles, to Sharpe's Hill, and fishing excursions to Lougee Pond, six miles, will amply reward the taking. The outlook from the summit of Mount Major and Prospect Hill commands fine views. This point was a favorite resort of the Indians, and camping-place for the pioneer soldiery during the French and Indian wars.

CHAPTER IV.

NORTHWARD FROM THE LAKE.

But while we have digressed and become oblivious to all else in the quiet loveliness of the Lake, the larger part of the company have kept steadily onward by rail, along the western shore of Northwest Cove, in sight of its cool, sparkling waters, through

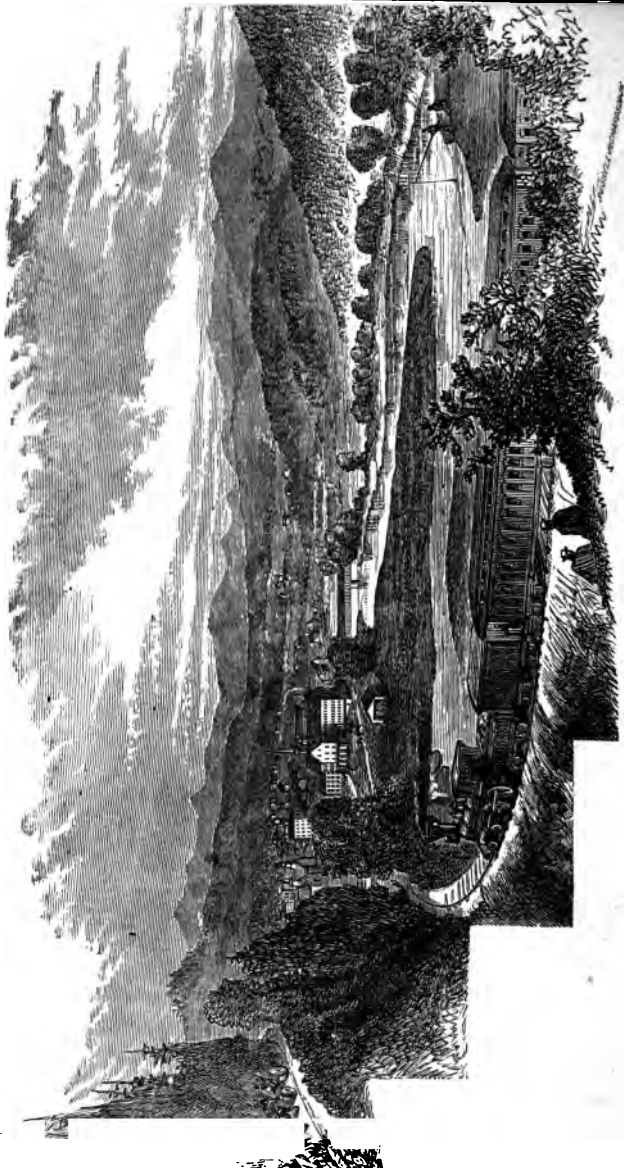
MEREDITH VILLAGE.

This fine village has become a place of resort for those seeking a quiet and attractive summer retreat.



THE ELM HOUSE,

G. M. BURLEIGH, proprietor, is a good hotel, and the village a place desirable for quiet residence. A fine forest lies in th



PLYMOUTH, N. H.

immediate vicinity to the rear of the house. The location is elevated, commanding extensive views. There are thirty large and airy rooms; pure breezes from the lake and hills; good stables connected, and everything new and comfortable.

The railroad now skirts the shores of Lake Wukawan, and brings you to the thriving village of

ASHLAND,

important for the extensive production of paper, leather and straw-board, woolen goods, gloves and hosiery. This village is in the old town of Holderness, which was settled by its founders with high hopes of making it one of the important towns of the colony.

SQUAM LAKE HOUSE,

J. M. COTTON, proprietor, is a good hotel, with a livery. Within a short distance are a large number of trout streams.

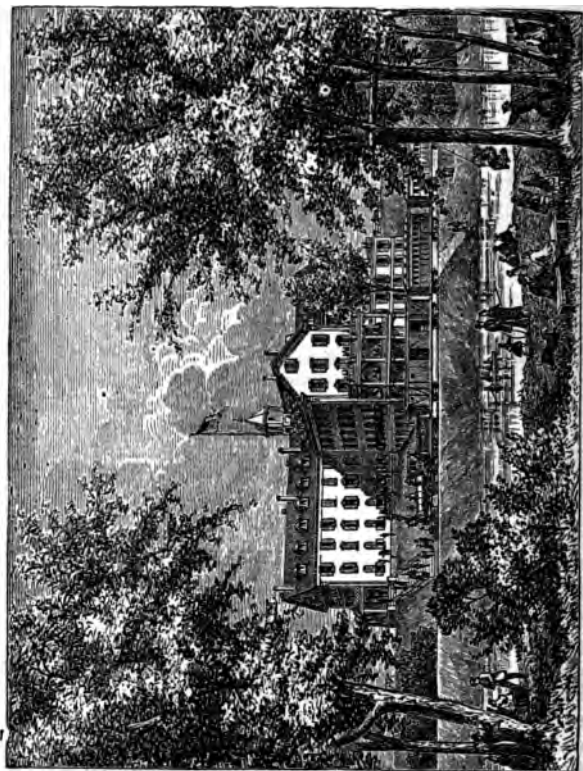
The next station, after passing Bridgewater, is in the fair valley of the Pemigewasset (place of crooked pines)—the charming village of

PLYMOUTH,

fifty-one miles from Concord, and one hundred and twenty-four from Boston. This is the dining station for the morning trains from Boston, and the night station for the later trains, which continue north from this point in the morning. You step from the train directly upon the threshold of the famed

PEMIGEWASSET HOUSE,

in the lower stories of which are the rooms of the passenger station. C. M. MORSE, Esq., is the gentlemanly manager. Ascending the broad staircase, if it be in the season of pleasure travel, you will be saluted with music from a fine quadrille band; and, entering one of the finest dining halls in New England, you find that plenty reigns at this hospitable board. Scrupulous neatness, excellent cookery, and quiet, lady-like attendance, the purest of water, and the freshest of viands are the features of this hotel.



PEMIGEWASSET HOUSE.

This favorite house was erected in 1863, and is one of the best, in design and management, in the State. The building has a frontage of two hundred and thirty feet, is four stories in height, with a wide projecting wing. There are one hundred and fifty sleeping-rooms, large, airy, and well furnished, with bathing facilities. Suites of rooms can be had for families. The parlor is spacious, with elegant furnishing, and a fine frontage to the south. The building is crowned with an observatory, from which you have a wide outlook over the surrounding country. Good teams may be had at the first-class livery stable near at hand, with skilful drivers, familiar with surrounding scenery. The public rooms and passage-ways are lighted with gas.

Pleasant drives, in the vicinity of Plymouth, are numerous to points of interest within reasonable distance, viz., around Smith's Bridge, six miles; to Livermore Falls, two miles; Plymouth Mountain, ten miles; Loon Pond, five miles; Squam Lake, six miles; Centre Harbor, twelve miles.

Prospect Hill, or Mount Prospect, in Holderness, should be visited by all who tarry at this place. The distance is about four miles from the Hotel—the ascent is not difficult, the carriage-way leading nearly to the summit—and the view from the summit (2,968 feet elevation) takes in the wide reaches of valley, lake, stream and mountain, with the villages, farms and intervals that sleep in the fair valley of the Pemigewasset and Baker's River; while, far to the north, the great ranges of the White and Franconia Mountains thrust their ragged peaks and swelling masses upon the horizon; the views of Mount Lafayette and Cannon Mountain are particularly grand from this summit, and Chucorua, Gunstock, Belknap Mountains, Monadnock and Kearsarge greet the vision as the eye sweeps the circuit from the east to the west, and to the northwest Moosehillock swells nobly into view; Wukawan, Squam and Winnepesaukee Lakes lie in their quiet and silvery beauty in the unrivalled landscape, which includes some portion of nearly every county in the State.

To make this trip you will necessarily be absent from the hotel only about four hours. The road is safe and firm, affording a continual change of view as the ascent is made.

Livermore Falls, on the Pemigewasset River, about two miles northerly from the village, will not fail to prove an object of interest. The view is from the bridge some sixty feet above the fall; there are indications of volcanic disturbances in the rocky bed. For a limited view, if you have not time or inclination for a more extensive one, that from Walker's Hill or South Mountain is pleasing to those unfamiliar with grander prospects.

If a day or two is spent in Plymouth at this favorite Hotel, it is quite likely on your return, the coming year, your stay will be one of weeks. There is wholesome stimulus in the mountain air, and purity in the waters, activity and bustle at the Hotel and railway station, (three trains each day, to and from Boston,) from which a step, almost, will take you to undisturbed quiet.

Before leaving Plymouth you will pay a visit to the small four-roofed building, now used as a wheelwright shop, in which Daniel Webster made his debut as a practising attorney. The old building is preserved in its ancient condition, and is looked upon with great interest by strangers and admirers of the great statesman.



HULL'S BOARDING HOUSE.

The popular boarding-house near the station, of which W. G. HULL is proprietor, is a cheerful and convenient home for those who seek quiet for a time. It is finely located upon the hill-side.

PEMIGEWASSET VALLEY STAGE ROUTE.

The route from PLYMOUTH to the PROFILE and FLUME HOUSES and the Franconia Hills, twenty five miles to the Flume House and thirty miles to the Profile House, through the Pemigewasset valley, is acknowledged to be one of the finest rides in the whole mountain district. The way leads up this fair valley through the towns of Campton, Thornton, Woodstock and Lincoln. The Campton intervals, through which the river winds and turns as if reluctantly leaving the peaceful retreat, the graceful sweeps of the great elms, the rich beauty of the views, which open with every mile of progress, have made this mountain town the favorite resort of artists seeking the picturesque in landscape, and perfection in shade and outline.

On the way the road is somewhat rugged, but the fine views, the gradual swelling and towering up of the great hills as you approach their base, and the lessening of the streams as you near their source, the entrance into the immediate presence of the solemn and majestic mountains in the evening twilight, the wonders of Franconia Notch, and the comforts provided at the end, will all linger in memory long after the journey has become a thing of the past, and the landscapes

"Plaited with valleys, and embossed with hills,
Enchased with silver streams, and fringed with woods,"

if seen in favorable lights, will be living pictures fading only with memory. Of the attractions and healthfulness of Campton and the towns beyond lying in this picturesque valley, among the great mountains and near to the wonders of Franconia, too much cannot be said in praise. A glance at the list of boarding-houses at the close of this book, will show the demand for accommodations along this charming route. The number of temporary residents in these quiet homes, each season, is constantly increasing, and the time of their sojourn lengthens every year. The charms of this valley are appreciated by artists and lovers of the picturesque who resort here every year to transcribe with pencil or brush the beauty of landscapes so far as art may imitate nature. The valleys lie in lovely repose with the mountain land encircling them about.

But we have digressed; and, led away by the charms of the Lake, and the fine stage-route, have partially forgotten the railway line; but many will not be tempted, even by the charms of *the sail upon the Lake*, but will continue by railway northward

from Plymouth, following for twenty miles the valley of Baker's River to the Connecticut. Passing Quincy's Station, Rumney, West Rumney and Wentworth Station, Rattlesnake Mountain, Carr's Mountain and other elevations of considerable boldness, are seen before reaching Wentworth.

WARREN.

Moosilauk Mountain, distant some five miles to the base, is visited by all admirers of mountain scenery. The ascent is by a new turnpike recently opened to the summit, some four miles. There are good hotel accommodations at the summit for those who remain.

From this isolated crest (4,636 feet altitude,) high above all surrounding peaks, is one of the grandest and most extensive views in New England; the eye falls directly upon the White and Franconia mountain ranges. Eastward the great Central dome of Washington, flanked by the noble ranges of the mighty hills, the scarred sides of Lafayette, the walls of the Notch and the Pemigewasset Mountains. Carrigan and Pequaket are prominent peaks, the Uncanoonucks, Monadnocks and Kearsarge bound the vision as you sweep around from south to west. The vast extent of view from this high crest includes nearly all of eastern and southern New Hampshire, the mountains in the direction of North Conway and glimpses of distant Maine, while, far away to the northwest, the view extends into the Canadas. The first experience of wintering upon mountain summits in this latitude was on this summit in 1869, by Prof. Huntington and others. The Moosilauk House is a well-kept hotel, with an extensive livery for the accommodation of visitors.

From Warren the course of the railroad is northward, passing "Owl's Head," lying off to the right, and the villages of Haverhill and North Haverhill upon the left. The elevated line of the road at this place overlooks the wide valley and the great bend or "Ox-bow" in the Connecticut, with the pleasant villages on either side of the river, including the fine towns of Bradford and Newbury on the Vermont side, with mountains in the back-ground. The express train in the pleasure season does not cross to Wells

River, but sweeps to the right by the "cut-off," leaving the thriving and populous village of Woodsville, a railroad town of recent but vigorous growth, to the left.

THE PARKER HOUSE,

opposite the station, recently built to accommodate the business and pleasure travel, is a good house, with reasonable prices; livery stable connected.

The mail train, following the express, stops at all stations, and all trains, excepting the fast through express, connect at Wells River, forming junction with the Passumpsic River Railroad for Lakes Willoughby and Memphremagog. The Wells River & Montpelier Railroad, now completed, takes passengers from this point to Montpelier, Mounts Mansfield and Camel's Hump, Burlington, (where boat or cars may be taken for Saratoga,) Lake Champlain, Lake George, or for St. Albans and Ogdensburg.

NORTHWARD TO LITTLETON.

Re-crossing the Connecticut by the same bridge, and back through Woodsville, the line of road from this point—the White Mountain Division—passes along the valley of the wild Ammonoosuc River, which, from its sources on the slopes of the great mountains, abounds in rapids and falls, and is the most variable and wild of the New England streams, descending five thousand feet from its source to its union with the Connecticut.

Passing through Bath, a sleepy village, and LISBON—a pretty and enterprising town, in which is the

MCALLISTER HOUSE,

C. E. MCALLISTER, proprietor, a small but very popular hotel with the traveling public, excellently managed, with a good livery, and some of the best and most pleasant drives to travel in the State—the people of which are determined to enrich themselves and the country, either by developing their gold mines, or disseminating their patent fertilizers, you reach the important town of

LITTLETON.

This place is reached by the morning express train from Boston, at 3.30 P. M. It is one hundred and thirteen miles from Concord, and one hundred and eighty-seven from Boston, and is one of the most important of the mountain railway stations nearest to the Profile House (distant eleven miles). Rough and manufactured lumber, agricultural implements, starch and woolen goods are here made, with many other productions. There is a bank of discount and savings bank, good hotel and boarding accommodations, a live, enterprising people, quiet and seclusion for those who choose it, with near railroad facilities. An easy day's ride will carry one to any of the points of interest in the mountains and return. Extensive views of the mountains can be had from the elevations in the immediate vicinity.

THAYER'S HOTEL

is a well managed house which has been long kept by the present proprietor. The coach will be found waiting with others at the depot.



THE OAK HILL HOUSE,

finely located on an elevation. It is a favorite resort for tourists, commanding as it does extensive views of the White Mountains.

The grounds, five acres, are fitted up with a view of furnishing all the out-door exercise and amusements desired by patrons. The house is supplied with the purest of running water from a never failing spring. Secluded walks and retreats abound within a short distance of the house. A good billiard and bowling saloon is also connected with the premises. Five minutes' walk from railroad station. The tables are supplied with all the luxuries of the season, and are not excelled. **GEORGE FARR & Co.**, proprietors.

During your stay at this place, a visit should be made to the photographic rooms of the **KILBURN BROTHERS**. These artists have the finest collection of stereoscopic views of mountain scenery and picturesque localities to be found in New England. They are not excelled as artists, nor equalled in their specialty of view-taking in the open air, being themselves enthusiastic mountaineers. Few visitors leave the mountains without a collection of their fine views of notable localities and scenes, as souvenirs of their journey.

Stages leave for the **FRANCONIA HILLS** immediately on arrival of the trains, and, if you withstand the temptation to tarry here for a time, or for the night, you can proceed directly on your way to the **PROFILE HOUSE**.

You should by no means neglect to take the drive

FROM LITTLETON TO FRANCONIA NOTCH, WHITE MOUNTAINS,

a stage route of eleven miles, by a good road over hills and through valleys, passing through the long, straggling and picturesque village of Franconia (the reputed cold spot of the country in winter). The views of Mounts Lafayette and Cannon from Franconia village are very fine. The approach to the Notch by this route, in the sombre stillness of the fading day, when the shadows ascend slowly to the mountain tops, gilding their summits with golden splendor, and the bare and grim outlines of the range are brought out in bold relief, is a scene to be remembered.

Sometime before reaching the Profile House, you pass th

farm belonging to the hotel, with the tasty and lavish display of flowers about the door and lawn, and beautiful fresh supplies, telling of substantial provision for their numerous guests; the diverging road to Bald Mountain is also passed. Echo Lake lies just to the left of the roadway; Eagle Cliff towers into view just beyond, and, as you near the hotel, you look to the right far up on the rocky summit of Mount Cannon, where the granite mass which gives name to this summit stands an almost perfect imitation of a mounted gun of heavy calibre.

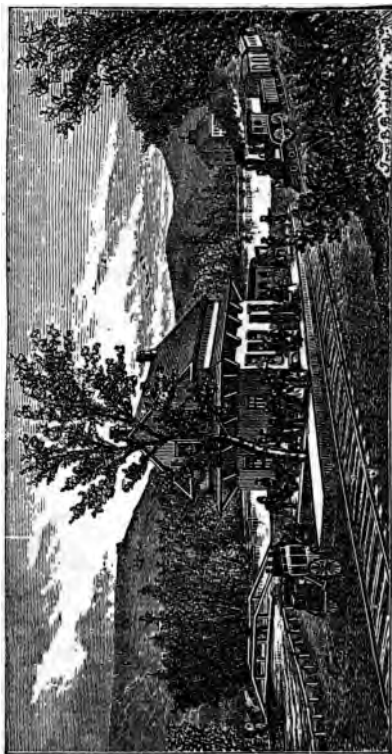
THE PROFILE HOUSE

is now reached—from its location, surroundings, and management, one of the most popular resorts in the whole mountain region. Echo Lake, Eagle Cliff, the Great Stone Face, and Profile Lake are all in the immediate vicinity, and, with the general wildness of the pass itself, make up a scene unequalled, in many of its features, elsewhere in the world. The smaller but well kept Flume House, five miles below, has the same management and is in near vicinity of the Flume, the Pool, Georgianna Falls and other wonders. The Basin is passed on the journey through the pass, being by the roadside. Of these natural wonders and the ascent of summits from these points see full description in chapter on “Franconia Notch.”

Again returning to the railway and going

NORTHWARD FROM LITTLETON

you may pass directly on and unite with the Grand Trunk Railway, at Northumberland Junction, for Colebrook, Dixville Notch, Island Pond or the Canadas, or tarry as you may choose at either Whitefield, Dalton, Lancaster or Guildhall, successive stations upon this line, hereafter noticed in detail; but, if your destination is Bethlehem, the Twin Mountain or Fabyan Houses, Mount Washington summit or the Crawford House, at the Notch, you will take the Mount Washington Branch Railroad, diverging *from the main line* above Littleton at the “Wing Station,” and *pass directly on to these points.*



BETHLEHEM STATION.

BETHLEHEM,

on this branch, has become the great mountain health resort of New England in the summer months. It is the highest open table land (1,500 feet elevation) available for residences, in the Eastern States; and the pure air, wide prospect, picturesque scenes and surroundings, attract temporary residents from all parts of the country. The "street" is a long line of scattered houses at some distance from the railway station, and from thi

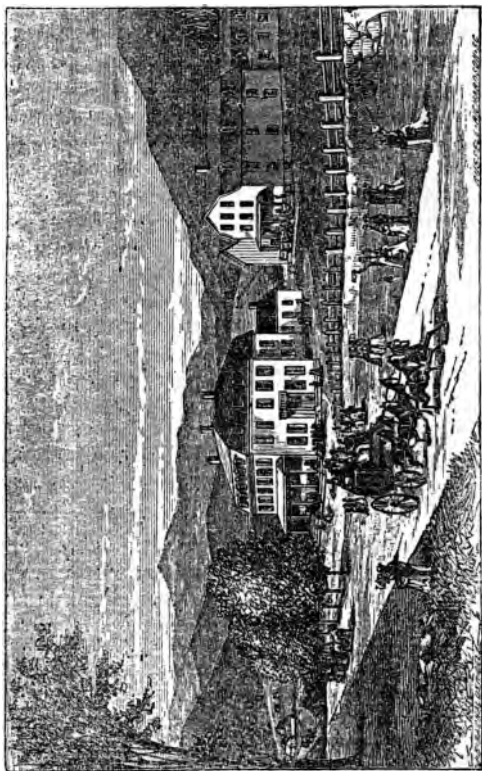
grand plateau and favorable distance the outlook upon the mountains is grand and impressive. Many invalids are sent to this place by advice of physicians, and in its pure and dry atmosphere find that relief which those who seek mild but enervating climates fail to find.

The trips and drives, of uncommon charm, to be had from this village are sufficiently numerous to give great variety and grandeur of scenery. Among them are the following: to summit of Mount Agassiz, two miles; Craft's Ledge, one and two-thirds miles; round the Heater, five miles; Kimball Hill, six miles; Montgomery Pond, six miles; White Mountain Notch, eighteen miles; Waumbek House, Jefferson Hill, eighteen miles; The Flume, sixteen miles; Mount Washington Railroad station, nineteen miles. Good teams are to be had at fair prices.



The MOUNT AGASSIZ HOUSE, C. E. BUNKER, proprietor, is a pleasant house for the tourist, sportsman or invalid, also the *small new house* of W. G. Bunker will be found attractive, with *others of equal merit*. See list of Boarding Houses in appendix.

The PROSPECT HOUSE, kept by GEO. W. PHILLIPS, accommodates a hundred guests and will be found a desirable home for temporary or permanent residents, located near the forest, just off the roadway giving all the retirement, with all the accommodation and convenience that guests could desire.



MAPLEWOOD HOTEL.

Beautifully located at the foot of Bethlehem Street, towards the Railroad Station, is a spacious hotel with ample and taste fully arranged grounds. ISAAC S. CRUFTS, Esq., a liberal and prominent citizen, is the whole souled proprietor, and has

house under excellent management. He is an enthusiast in the commendable work of rearing fine breeds of foreign cattle, and those who tarry with him will have amplitude of comfort and diversion.

J. K. BARRETT has opened a new house, with new furniture, in one of the most sightly and attractive locations.

ELISHA SWEET has also opened a new house which will be centrally located, with new and complete outfit.



AVENUE HOUSE.

J. C. KELLEY & SON open the AVENUE HOUSE early the present season, and proprietors and employees will do all things possible for their patrons, and they have the arrangements and experience to make success assured.

The SINCLAIR HOUSE, DURGIN & Fox, proprietors, is large, commodious and complete in its provision for the comfort of patrons. The recent additions and modern conveniences provided make it one of the best of mountain hotels.

From Bethlehem the Wing Railway passes on to TWIN MOUNTAIN HOUSE (the former terminus,) a large and commodious hotel near the Twin Mountains, in Carroll township, and further on to the present terminus at the FAYAN HOUSE.

At this terminal station, the spacious, complete and every way first-class **FABYAN HOUSE** affords all needed or desirable comforts and luxuries to its patrons. It is located at the junction of the Notch Road and the Mountain Turnpike, about six miles from the station of the Mount Washington Railway, known as Ammonoosuc Station, at foot of Mount Washington. Only five miles of staging from this point to the Crawford House, at the Gates of the Notch.

The Giant's Grave, formerly a place of note from its peculiarity, and for the fine view therefrom, fell within the grounds of this fine hotel and has been sacrilegiously levelled. **LINDSAY & FRENCH** are the efficient managers. Fabyan House line of Concord coaches runs in connection with all trains on the mountain railway, also to connect with trains on Portland & Ogdensburg Railroad, at Hart's Location, near the old Crawford House. This line will be completed to this point and opened for travel at an early day, through White Mountain Notch. The accommodations at this Hotel are for four hundred and fifty guests. The outlook from its piazzas is directly upon the slope of Mount Washington, and the ascending and descending trains over the mountain railway. Fine band music serves to drive away monotony, and all the essentials of a pleasure resort are here found. (See further notice in following pages.)

Of the Mountain Railway, White Mountain Notch, and other attractions of this region you will be fully informed in the succeeding chapter specially treating of each.

Once again returning from our digression, and resuming travel by the regular railway route, we reach

WHITEFIELD.

This is the important lumber depot of this road. Brown's Lumber Company, managed by those genuine Yankee lumbermen, the Brown Brothers and their associates, have here extensive mills and facilities for the manufacture of lumber on a large scale, in every grade and quality, including a forest railway of several miles in length, with ample rolling stock, extending to their great *lumber tracts* around Pondicherry. These mills are

well worth a visit, being among the most complete in the State, and should the genial "Doctor," whose vim and hard cash make him an important director in the Company, be present, you will be sure of a welcome, and, though he can be as reticent as the "Old Man of the Mountain," it is probable you will be entertained with pleasant conversation, valuable in its medical advice, if you are in need of such; in spiritual truths, if yours is a receptive mind; and in hilarious mirth, if you are inclined to be merry. This Company will furnish lumber, from the masts of monster merchantmen to the smallest merchandise known to the trade, and are still extending.

Kimball Hill, a mile and a half from the village, is a favorite point for extensive views, and here the curious have found what appears to be Moccasin tracks in the solid granite. Bray's Hill is another favorite outlook. This town is becoming a favorite place of resort for summer boarders. The distance to the Fabyan House is seventeen miles; to the Waumbek House, eight miles; to the White Mountain Notch, and Franconia Notch, seventeen miles respectively. Several first-class boarding houses are located in this town, and the views from the hills are not surpassed at any point about the mountains.

DALTON

is the next station, where many leave for the SUMNER HOUSE, finely located on the banks of the Connecticut, one mile distant, a place of considerable resort.

LUNENBURG, VT., is one mile from South Lancaster Station. Regular conveyance to the commodious hotel and excellent boarding houses in this mountain village, overlooking the Connecticut valley, from the high and healthy plateau.

LANCASTER

is distant from Concord one hundred and thirty-five miles, from Boston, two hundred and eight miles, and is the most important town of Coos County, located among the finest scenes outlying the mountains, it is the destination of many of our number. The *intervalles of the Connecticut*, at this point, are not surpassed by

any upon its whole course, while rare views are had of the distant Franconia Mountains, the great White Mountain range, the Percy Peaks and Pilot Range, and the Lunenburg Hills in Vermont. Here the tourist in high health, who has the secret learned

"To mix his blood with sunshine, and to take
The winds into his pulses,"

can have unequalled facility for sporting and the enjoyment of savage vigor. It is also a place of resort for invalids, especially for those troubled with asthmatic and lung difficulties and "hay fever"; for *such*, relief is said to come with certainty in the genial air of the village; certainly, few lovelier spots could be chosen in which to recuperate wasted energies and correct the injurious effects of exposure to enervating influences of crowded cities or injurious climate. The winter views from this point are spoken of with admiration by those whose artistic tastes are admitted to be above contradiction, though the chilling fog-clouds from the mountains sometimes bring an arctic severity with their unwelcome descent in winter.

Lancaster was chartered in 1763. "All pine trees within said township fit for masting our Royal Navy to be carefully preserved for that use, and none to be cut or felled without special license." The grant was to David Page and others, covering 23,000 acres. The original settlers were from Petersham and Rutland, Mass., and were a hardy and self-reliant race. There were no highways for several years after settlement, and the nearest mills were at Charlestown and Plymouth. Their frugal fare is thus described by a facile writer:

"Emmons Stockwell kept a huge mortar, which held about two bushels; into this they put their corn, beans and rye; then they pounded it with a great wooden pestle, as none but them could pound. With this they mixed potatoes, well baked and peeled, and the vegetables their tastes might select; the whole was baked together into magnificent *Thump*. Seasoned with good appetites, it was found a delicious dish by the early inhabitants of our glorious old town."

Harassed by Indians, dispirited by failures, and cheered by no bright future, the settlement was at one time to be abandoned

but one dauntless spirit clung to the fair valley "for better or for worse," and, by force of heroic example, saved the colony and permanently founded this noble town, set in the loveliest of valleys, and circled by distant peaks and mountains.

¶ The tourist will travel far to find a lovelier village, surrounded with more of the varied and romantic in natural scenery, or of neatness and advantage in the accommodations for pleasant residence. The waters are pure in their fresh escape from the bosom of great hills; and the summer winds are cooled by contact with the bald summits of the mountains.



LANCASTER HOUSE.

A walk of about a mile on the Jefferson road will take those unable to visit the mountains, to a point giving a fine view of a portion of the White Mountain Range. •

The visitor at this place will find in the elegant and commodious **LANCASTER HOUSE**, **B. H. CORNING**, Manager, as fine a hotel as the mountain region can boast. Fish, game and fruits, fresh from the surrounding region, commodious rooms and liberal accommodations in every department, give assurance of personal comfort. Drives in the surrounding country and to noted points in the mountains from this point will reveal unsurpassed diversity and charm in landscape, while the railroad connections are such as to afford the greatest facility to travelers and business men. The sidewalks and crossings of the village streets are superior to those of many larger towns, adding greatly to the comfort and pleasure of citizens and visitors.

This is the shire town of the highland county of Coos, and here centres much of the professional, mechanical and agricultural business of northern New Hampshire. Church-going people of every denomination can here select their favorite form of worship, including an Episcopal Parish recently organized. No better society can be found in New England than in this old and picturesque New England town.

HILLSIDE COTTAGE, located on a quiet slope, overlooking the famed Connecticut meadows, with fine grounds and cool shade, is an inviting retreat under the care of **W. L. ROWELL**, proprietor.

Trains connect with the Grand Trunk Railway, daily, for the Canadas, and the eastern approaches to the mountains at Gorham and the Glen, and by the Montreal road for the White and Franconia Mountains, the Mount Washington Railway, Lake Winnepesaukee, Boston, the lower cities and New York. Stage leaves Lancaster, on arrival of the train from Boston, about 5 o'clock P. M. for the

WAUMBEK HOUSE, JEFFERSON HILLS,

and the other desirable boarding-houses at Jefferson, distant seven miles, and located on the slope of Starr King Mountain, about two miles from the base. Speaking of the view from these hills, *Mr. King* says: "They may, without exaggeration, be called the *ultima thule* of grandeur, in an artistic pilgrim

among the New Hampshire Mountains." Here the mountains, marshalled in a vast arc of circling summits, present a wide sweep of landscape of a magnitude rarely met even in this land of bold and startling prospects. This favorite hotel, kept by **MERRILL & PLAISTED**, is supplied with the freshest of country products from the neighboring pastures and streams, and the accommodations are such as must please those who give the agreeable landlords their patronage, while the view from its piazzas is a changing picture of majestic outline, bathed in sunlight and swept by moving shadows and changing scenes,

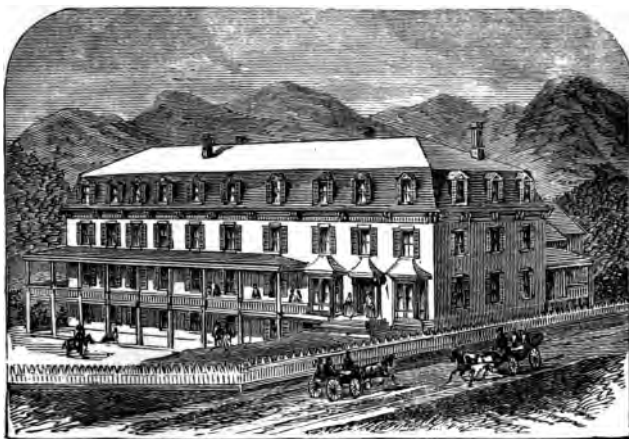
" Where, through a sapphire sea, the sun
Sails like a golden galleon."

A footpath leads to the summit of Starr King Mountain, and one of the finest summit views in the whole mountain range. A good livery stable accommodates guests. The outlook is upon the White, Franconia, Green, Cherry and Starr King Mountains.



THE PLAISTED HOUSE,

B. H. PLAISTED, proprietor, is also upon the slope of this bold range, and the view overlooks the grand amphitheatre of hills. The experience and liberality of the proprietor is a sufficient guarantee of the comforts to be had within its walls.



THE STARR KING MOUNTAIN HOUSE,

is another excellent house of entertainment for those who visit this favorite point, where lovers of mountain scenery gather to escape the heats of summer, and look upon nature in its boldest and loveliest aspects. C. K. GILE, Esq., proprietor. The surroundings and internal arrangements are of the kind to invite continued stay.



MOUNT ADAMS HOUSE.

About five miles from Jefferson Hill, on the road to Gorham, is the MOUNT ADAMS HOUSE, in a location sufficiently retired to meet the views of the most enthusiastic seekers after quiet, and affording views of the mountain chains not surpassed in grandeur. WILLIAM CRAWSHAW is the gentlemanly proprietor, and those who make his house their home will have a home in fact while they stay.

GUILDHALL, VT.

at Northumberland Falls, is one of the pleasantest of country villages, located among beautiful scenery and commanding extensive views of the Connecticut valley. The ESSEX HOUSE, W. H. Hartshorn, proprietor, is a good hotel, attractive for families for a summer residence. The drives hereabout are superb. The good boarding accommodations here found are liberally patronized.

NORTHUMBERLAND JUNCTION.

Unite here with the Grand Trunk Railway. A thriving settlement has sprung up at this point since it became important as a railroad town. The trains connect at this point with all trains over Grand Trunk, to and from Lancaster.

Without delay passengers may proceed in fine parlor cars, if desired, to the great Canadian cities over the line of the

GRAND TRUNK RAILWAY.

The great improvements in progress on this line by change of gauge, renewal of rolling stock, and the substitution of steel rails, will greatly add to the comfort of patrons and accommodate the increasing travel to Canadian cities and places of attraction. Many tourists leave the cars of this line at NORTH STRATFORD; here you may find good quarters at the WILLARD HOUSE, and take stage from thence to COLEBROOK, where at the PARSON'S HOUSE, E. F. Bailey, proprietor, conveyance and all needful help will be furnished for those visiting the northern mountain pass; the stages connect with every express train on the *Grand Trunk Railway*.

DIXVILLE NOTCH

is the most northern of the great natural wonders that crowd the White Mountain region. It is a dreary, forbidding and desolate pass, between vast decaying ledges and pillars of rock, threading the narrow roadway, which is maintained with some difficulty at the expense of the State.

It is fast becoming a place of resort from Colebrook, and many pass on through the Notch to camp life, by the three lakes at the head waters of the Connecticut, and troutng by the wild waters of the Magalloway river. Within and about the Notch are many objects of interest. The Silver Cascade is a wild waterfall at the northern outlet of the Notch. Ladders descend the rocky bed leading to the best point for a full view, and seats are arranged for the convenience of visitors. The Flume is a waterway well worth inspection, the bare walls standing squarely upright as though hewn by the hand of an artisan. The pulpit is a bold buttress of stone, more like the elaborate pulpit of "ye olden times" than the modern style. Here also is a veritable "Old Man of the Mountain," of diminutive size when compared with the grand "Profile" of the Franconia range, but perfect in its resemblance to the facial outline. These and other points are indicated by sign-boards liberally scattered along the way by the owner of the lands. The ascent to Table Rock (eight hundred feet perpendicular height), the highest pinnacle, may now be easily made by rude steps cut to facilitate climbing. The view from this dizzy height is one to be sought and remembered.

CHAPTER V.

THE FRANCONIA RANGE,

OR WESTERLY GROUP OF WHITE MOUNTAINS.

This western range of the White Mountains abounds in beautiful and enchanting objects of interest, and wild combinations of scenery, surpassing, perhaps, any other locality. Lafayette is the crowning peak, being 5,585 feet above the sea level. The ascent is made from the Flume House.

FRANCONIA NOTCH is a pass with close and precipitous walls, of about five miles in extent, between Mount Lafayette and Mount Cannon. The valley is about half a mile in width, and is a huge receptacle of the curious, the wild, and the beautiful in mountain scenery. The bare walls of Cannon Mountain, on the right, as you ride through from the Profile House, are grand in their impressive barrenness and lofty height.

THE GREAT STONE PORTRAIT

is the crowning feature of the pass. The grim old "King of the Hills," ever looking out in unchanging majesty on his wild realm. This wonderful copy of the human features, colossal in proportions, yet faithful and clear in its lines, is the great natural attraction sought by strangers. The length of the face has been ascertained to be not less than eighty feet. It looks from the southern face of Cannon or Profile Mountain "awful but benignant," enchainning the interest of every beholder—the majestic feature of a weird region, of which the poet sings—

*"For hoary legends to your wilds belong,
And yours are haunts where inspiration broods."*

ECHO LAKE, THE BASIN, THE POOL, THE FLUME with its suspended boulder and cascades, and the ascent of Mount Lafayette are features of the Franconia Range fully described in succeeding pages, and seen by excursions from the Profile and Flume Houses. The facility with which this pass may be reached from Littleton or from Plymouth, by stage route up the valley, and the varied beauty and attractiveness of the range brings a yearly increasing tide of Pilgrims to enjoy the wealth of beauty here to be found.

The Profile House, at the northern entrance to the Notch and in near vicinity of Eagle Cliff, Echo Lake and the Profile, is the great resort of travelers and tourists, while the smaller but excellently kept and located Flume House, at the southern entrance and near the Flume, the Pool and other attractions, is a place of much resort.

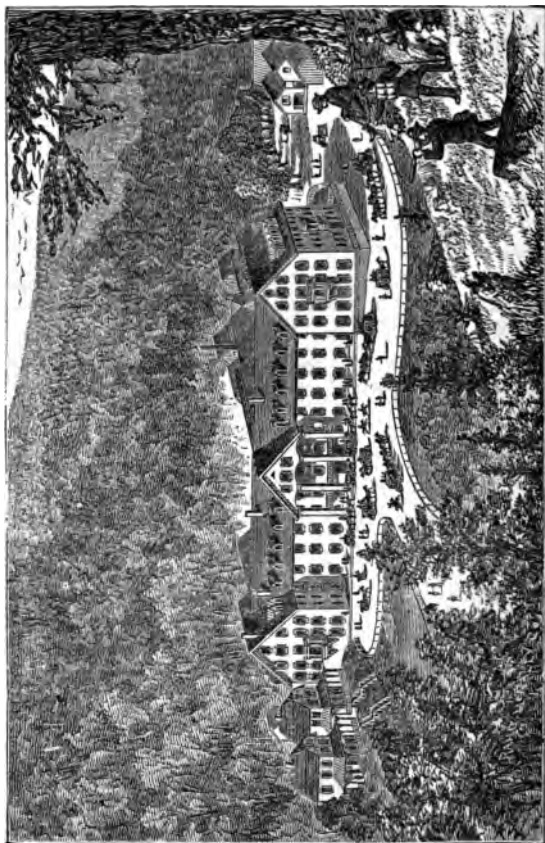
THE PROFILE HOUSE, FRANCONIA NOTCH, WHITE MOUNTAINS,

has accommodations for five hundred guests, on the most liberal and extensive scale. The ample grounds, commanding wide and beautiful views, are crowded during the pleasure season with a happy company gathered from all parts of the land, who find here that cleanliness and attention, with that ample and substantial profusion of viands, which mountain air and exercise make, more than elsewhere, a necessity.

The parlor and dining hall are spacious and elegant (about 100 by 50 feet area), and are lighted with gas. The telegraph runs to this point, and the man of business may receive his mails with regularity, and send his commands along the wires, while he gathers strength in the mountain air, and marvels among the mysteries of the hills. Many improvements are yearly made. The furnishing is elegant and complete, and the location superior.

Stages leave, twice each day, for Plymouth, via the Pemigewasset valley, and for Littleton, connecting with express trains on the Boston, Concord & Montreal Railroad; also stages each day for Bethlehem, connecting there with rail for Twin Mountain and Fabyan Houses. Mount Washington Railway and

Crawford House are reached by short coach line from either of these houses.



PROFILE HOUSE.

AROUND THE PROFILE HOUSE,

in near vicinity, the attractions accessible to guests by short walks, or carriage or saddle trips, easily made, are more numer-

ous and of more wide and deserving notoriety than are to be found elsewhere in a long seeking after the picturesque. Fronting the hotel is the precipitous crag, towering 1,500 feet above the road, known as

EAGLE CLIFF,

once the chosen home of mountain eagles, hence the name. The cliff is seen to best advantage from Profile Lake, especially through the fogs and mists that hang about it at times, or when gilded by the lights of morning or fading tints of evening. A short ascent up the side of Cannon Mountain gives a point of view from which all the boldness of the cliff will be seen standing out in impressive majesty.

To the rear of the hotel, reached by footpath through the woods, a small brook plunging in a succession of falls, down the rugged ledges of the hillside, gives you, if you are fortunate to see it after its volume has been swelled by rains, a most pleasing and attractive sight, a fitting introduction to greater wonders yet unseen. The pleasing picture spread before you of the quiet lake below, the mountains, valleys and forests, which you here overlook, will amply repay you for the climbing.

Beneath "Eagle Cliff," northward from the hotel on the Franconia road, locked within a circle of hills and embosomed in green forest, is the wonderful and widely famed little sheet of water known as

ECHO LAKE.

Floating upon its silvery surface in the boat provided for visitors, you may wake resounding and multiplying echoes from the circling mountains. Your halloo comes back from many hills as though a mocking circle of sentinels caught up the sound in succession, lessening in volume and force until it takes its flight far away in the fastnesses of the ravines. The blast of a bugle or horn comes back in softened repetition of musical echoes and re-echoes, dying out in waves of sound among distant summits. Do not omit to visit this wierd spot at the quiet morning or still evening hour, when all nature conspires to enhance its loveliness and heighten *its charms*, and the changes of color are no less won-



ECHO LAKE.

derful than the reverberations of sound. Horns, bugles, a cannon and other instruments for waking echoes, pleasing and terrific, are here to be had for the use of visitors.

CANNON MOUNTAIN

is so called from a rock or combination of rocks near the summit resembling a huge cannon, seeming to command the passage of the Notch from its high position. It is also called Profile Mountain from the renowned "Profile" on its southern wall. The summit is about 2,000 feet above the road and 3,500 feet above sea level, and its steep sides covered with a thick growth of deciduous trees, stand facing the slopes of Mount Lafayette and form the western side of the Notch.

The ascent of this mountain, by footpath, is one of the pleasures of a visit to Franconia, though possibly there may be more pleasure in the outlook than in the climbing.

The top is a surface of bald rock, not reached without vigorous exertion. This height gained, you look upon that towering cluster of peaks, the White Mountains proper, down the broad valley of the Pemigewasset, and upon all the varied contrasts of mountain and meadow, lake and village, river and stream, that combine in the wide landscape seen from this high summit.

The ascent of "Bald Mountain" is another less tiresome trip, made by carriages if you wish, nearly to the summit, but easily made by pedestrians. The view is wide in extent, looking down into the Notch and its wonders, northward upon the distant broken line of hills, and "Lafayette" swells high above you to the eastward, while the sweeping shadows or trailing vapors roll along the rugged slopes, and through the broad valleys, in a moving scene of beauty which will fade only with the failure of memory. The path to this summit diverges from the Littleton road about a mile from the Profile House.

THE PROFILE,

or "Old Man of the Mountain," is best seen in the sombre lights of the coming evening. This bold combination of rocky masses forming that wonderful imitation of the outlines of the human face, perhaps, more than any other natural feature of the mountains, excites the curiosity of visitors. It is a bold combination of rocks forming the granite portrait only when viewed from the proper location. Change the point of view, for any considerable distance, and the features become a shapeless mass of rocks and crags. The rocks which form this wonderful outline are not in perpendicular line, but, appearing so, are combined perfectly in a sharp, angular and unmistakable imitation of the human face.

The proper point of view is only about a quarter of a mile from the Profile House on the road leading down the Notch. The granite face stands out from the southern crest of Cannon Mountain in majestic repose, 1,500 feet above the surface of Profile Lake, unmoved by the mad fury of tempests and storms



THE PROFILE.

or the golden touch of morning sunlight, looking out from its rocky throne, insensible to passion, pleasure or pain, with the sharp and stony lines of the immobile face set in unchangeable grandeur, solemn and awe-inspiring with its ages of exposure to the storms and tempests, the admiration of thousands who look upon it with bated breath. When viewed in the coming twilight, there is no need of calling on the imagination to conjure out of the rocky outlines the "Great Stone Face."

"Full human profile, nose and chin distinct,
Mouth muttering rhythms of silence up the sky,
And fed at evening with the blood of suns."

Under the full glare of the midday sun it is seen 'o least advantage, but, when "shadowed with clouds and the glorified vapor

of the mountains clustering about it," all the grandeur of the bold outlines are apparent. Viewed from any other point than the locality named, it is an unmeaning mass of jagged rocks—a chaotic ruin. The fine imagination of Hawthorne likens it to "a mighty angel sitting among the hills, and enrobing himself in a cloud-vesture of gold and purple."

It is a weird spot to spend the evening hour by the shores of Profile Lake, under the benignant face set in granite outlines, among slopes down which highland rivulets plunge over tilted walls of rock, the clustering hills where echoes reverberate, and "clouds trail their soft shadows in the gathering mist."



PROFILE LAKE.

At the base of Cannon Mountain, directly beneath the overhanging portrait of the "Old Man," is a beautiful sheet of water, a quarter of a mile long by one-eighth of a mile wide, sleeping in the green forests which enclose it and hang in shadow in its pure depths. The quiet beauty of the scene will excite the admiration of the coldest nature. Fanciful names have been bestowed upon it, such as the "Old Man's Mirror" and "Old Man's Washbowl"; but however named, or if nameless, it is one of the gems in the gallery of mountain pictures seen in Franconia. It is the home of that lover of cool mountain streams and lakes, the beautiful trout, for which you must angle with skill, for no careless hand secures this wary beauty. You must also visit the **TROUT HOUSE**, just below, where these shy beauties are seen by hundreds.

THE ASCENT OF MOUNT LAFAYETTE.

The climbing of this, the highest peak of the Franconia range (height, 5,100 feet,) is considered second only in interest to the ascent of Mount Washington. A half day's absence from the hotel is necessary for the trip, and horses with the necessary conveniences for the ascent are kept at the base, with competent guides for the accommodation of tourists.

A new bridle path has been built for the lower half of the ascent, winding up the ravine just south of Eagle Cliff, leaving the highway almost opposite the hotel, shortening the distance some three miles.

A shelter has been provided upon the summit for the protection of visitors, and the prospect is one of the widest which invites the eye in the whole mountain region; looking away over the great intervening reach of hills and valleys to distant Katahdin on the very eastern outpost of the army of hills; upon the great cluster of mountain monarchs, of which Washington is the peerless centre; upon the northern peaks away beyond Lancaster; across the Connecticut Valley upon the hills of Vermont and the swelling crests of the Green Mountains, the valley of the Connecticut and the villages on either side, the wild "*Ammonoosuc*," and the villages of Littleton and Bethlehem. The southern view *is down the fair valley* of the Pemigewasset, while great Moos-

lank swells nobly into view and Monadnock and Kearsarge bound the vision.

DOWN THE NOTCH.

As you ride down the Notch, from the Profile House, the bare rocky wall of Cannon (or Profile) Mountain is to the right with a forest covered base. At the proper point the huge rocks combine in the "Great Stone Face," and dissolve again in ruin. The scene on either hand is bold, startling and novel. Among attractions most noted are

WALKER'S FALLS.

These falls are a half mile from the roadway down the Notch. The path diverges from the main way, some three miles below the Profile House. Following a small brook, which here crosses the road from the west, a succession of picturesque waterfalls are reached, leaping over the rocky shelves or sliding over the mountain slopes which form the bed of the little torrent broken into foam by impeding masses of rock. A half day's climbing along the course of this brook will afford you a succession of pleasant surprises as you follow its worn channel in the rock, its gliding course over the water-worn granite, its successive leaps over the ledges, mingling its waters with those of the fair Pemigewasset, which soon pours its limpid flood over the granite rim of the

BASIN,

some three and one-half miles south of the Profile House. This granite reservoir is a worn and curious cavity in the solid rocks, close by the roadway; evidently made by the whirling of rocks in the eddying currents; the waters sweep the circle several times in swift rotation before making their exit at the opposite side. The circular walls are very smooth and regular, the water falling within it in a pretty cascade over the brim and making its exit by a channel worn into a fancied resemblance to the human leg, hence the outlet is sometimes known as the "Old Man's Leg."

The diameter of the Basin is about forty feet, the depth to the bottom twenty-eight feet, with a usual depth of twelve feet of water.

A small stream among the hills to the left of the Basin flows over the granite ledges on the mountain slope in picturesque and musical descent, forming a succession of the most lovely cascades which may be followed up with pleasure to the upper fall, where the stream plunges in a leap of some twenty-five feet.

THE FLUME HOUSE.

This house is a small and well kept hotel, very pleasantly located, facing Mount Liberty, in the vicinity of the Flume, the Basin, the Pool, and other natural objects of interest, affording from its very doors a view of the three great peaks of this range, Lafayette, Liberty and Pleasant, their harsh outlines somewhat softened by the distance, and of the wide valley of the Pemigewasset, in all its picturesque and quiet beauty.

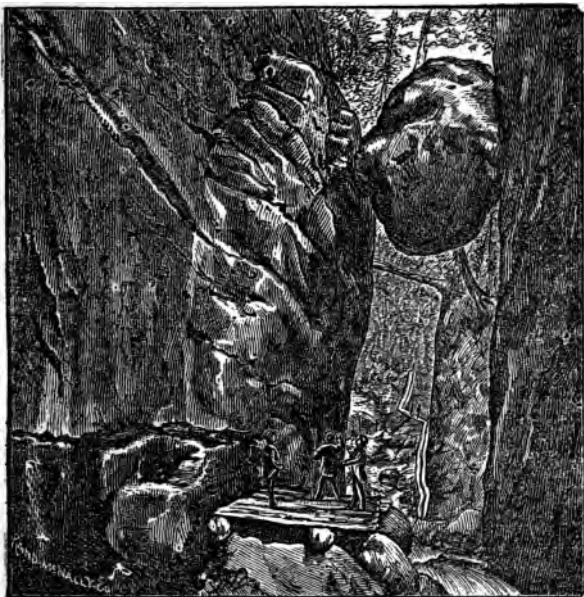
This house is kept by the proprietors of the Profile House, and visitors will find it a pleasant spot in which to spend their season of leisure, be it short or protracted.

THE CASCADES

are below the Flume and drop in gradual descent of several hundred feet in musical silver lines and gliding sheets of pure emerald waters over the wide, smooth, granite inclining plane, fretted more and more as you ascend to the Flume by the help of rustic bridges, with many charming basins and pools of transparent water. You reach these wonders from the road by a pleasant path through the forests, a portion of which is graded as a carriage road.

THE FLUME.

This central wonder of this part of the valley is a narrow, rocky ravine or worn channel, with perpendicular walls on either side of fifty to sixty feet in height and some twenty feet apart. Within these regular and moss-covered rocks, evidently rent asunder by some throe of nature, a small stream threads its way, in lovely confusion and perplexing disturbance along the broken *bed of huge rocks* which, from time to time, have fallen from the



THE FLUME.

walls. The visitor can ascend through this shadowed and wonderful glen, which extends some eight hundred feet between walls, apparently the work of Titans in the olden time; a rude pathway of planks and needful artificial helps protecting him from all disagreeable contact with the murmuring stream bubbling and complaining among the rocks below, and resting often in lovely pools and fissures.

At one point the grand fissure contracts to a span of twelve feet and holds suspended, apparently with slightest security, "The Great Stone Wedge," an enormous egg-shaped boulder of many tons weight, an object of active speculation and lively curiosity, causing an involuntary tremor as you pass beneath. The road to the "Flume" diverges from the turnpike directly

front of the Flume House. In good weather a visit to this wonder before breakfast is a grand experience and a good appetizer.

THE POOL.

After viewing the wonders of the Flume you take the path leading through the forest; leaving the road near the hotel stables and following it for half a mile you reach the Pool, a vast natural well, somewhat regular in form and outline, excavated or worn in the solid granite bed, a sort of immense basin repeated on a grand scale. A small stream flows over the brim from the north, and through a narrow fissure opposite the amber waters find exit.

The span of the rim of this gloomy natural reservoir is about one hundred and fifty feet, the depth is about one hundred and ninety feet, with forty feet of water in its sullen depths. The beauty of the Cascades, the Basin and the Flume does not pertain to the Pool, but as a curiosity not to be omitted in the tour of mountain wonders, it will amply repay your visit. A clumsy boat sails upon the gloomy and circumscribed circuit of its waters. Steps lead down within the walls and quite likely you will spend some time within this solemn temple where, if alone, and to dreaming inclined, you may muse for hours ere you come back to the brightness of the world again; what a place for Hawthorne to weave the fine threads of his fancy into a weird and wondrous tale.

HARVARD OR GEORGIANA FALLS.

Diverging from the Lincoln Turnpike, some two miles below the Flume Hotel, you shortly reach a brook leaping down the hillside, west of the roadway, in cascades which are among the very finest of the valley.

The little stream at one point takes a great leap of eighty feet over the ledge to bound off in another of nearly equal fall, flashing a line of silver sheen through the arching fringe of shrubbery that serves to heighten its beauty. Down a rugged, broken descent of three-fourths of a mile the waters leap to meet the *quiet river below*. Looking upwards along the bed of the stream

as you ascend, the sight is one of rare beauty; each stage of elevation develops new attractions in the fall itself and the views of the valley below, caught in broken vistas between the forest trees; while from the summit of the ridge you have an outlook not to be forgotten in memories of your journey among the hills. Miniature basins of the purest water, here and there along its course, excite the admiration of the observing.

These latter wonders are in the romantic town of Lincoln; the first named, around the Profile House, are in Franconia. The stage route from the Profile passes down the Pemigewasset valley, previously described in the approach by this route from Plymouth.

MOUNT PEMIGEWASSET,

in rear of the Flume House, may be ascended with no great difficulty by visitors of either sex, and the view, especially at sunset, is one of the rare delights of the journey, the setting sun bathing the grand outlines of the wide landscape in a blaze of glory and splendor and gilding the gorges and peaks with subdued and waving lights.

Only those whose limited time and means prevent further progress will leave the Franconia region without pushing on to the still more grand and impressive, though not more beautiful or varied scenery around Mount Washington and the White Mountain Notch, described in the next chapter.

CHAPTER VI.

THE WHITE MOUNTAIN RANGE.

A modern writer has, in poetic and expressive language, described the mountains as "outbursts of the globe's passion"—"witnesses of a pent-up fury"—"upspringing wedges of rock, flinging the garment of soil away, tilting and separating the strata through which they break, and standing bare for the scrutiny of science."

Terrible must have been the throes of nature which upheaved the masses of the granite hills—known in common language as the WHITE MOUNTAINS—given as a general name for the whole mountain region of northern New Hampshire, but properly belonging to the eastern and more extensive range, of which Mount Washington (6,285 feet in height) is the crowning glory. They are called *White* from the fact that, during the larger part of the year the snow remains upon the towering summits, yielding only to the intense heat of mid-summer, and are the highest peaks east of the Mississippi, excepting the high summits of the Black Mountains in North Carolina.

The "White Mountain Notch" is the frowning pass peculiar to this range; also the pass known as Pinkham Notch, and, away to the north, Dixville Notch. The range covers some forty miles square of country, and lies in the counties of Coos and Grafton.

The principal summits are Mount Webster, (4,000 feet elevation); Mount Jackson, (4,000 feet); Mount Clinton, (4,200 feet); Mount Pleasant, (4,800 feet); Mount Franklin, (4,900 feet); *Mount Monroe*, (5,300 feet); Mount Jefferson, (5,710 feet);

Mount Adams, (5,800 feet); and MOUNT WASHINGTON, (6,285 feet). On the top of Mount Jefferson is a pond of considerable extent, with no visible outlet, but with waters clear as crystal and cold as ice. The ascent of this summit is seldom made, so rugged is the way.

Within the central cluster of the highest peaks of this range, in near proximity, are the sources of the Ammonoosuc, the Saco, the Peabody, Ellis and Moose Rivers; the waters of one reaching Long Island Sound through the winding Connecticut, the others, by western slopes, reach the Atlantic on the eastern coast. Along these rivers, and on the swift mountain streams which feed them, are the *cascades* and *falls*, which relieve the ruggedness of the slopes and gorges as laughter lightens the hum-drum realities of every day business. In the swales around the mountains are the great forests whence the lumbermen supply the demand of the older towns. There is a story of a pine in the old primeval forests towards Lancaster, 264 feet in height, long since put to use.

The NOTCH, only twenty-two feet wide at its entrance, next to Mount Washington, and the view from its summit is the great natural feature of the range. It is three miles in length, the towering cliffs reaching in some places 2,000 feet in height. The Crawford House is near its northern entrance, and is the point from which to visit its wonders. The head waters of the Saco flow through the pass, which is the thoroughfare for travel from Littleton, Bethlehem, and localities on the Connecticut and Ammonoosuc to Conway and the Saco Valley, or the reverse; though, since the completion of the

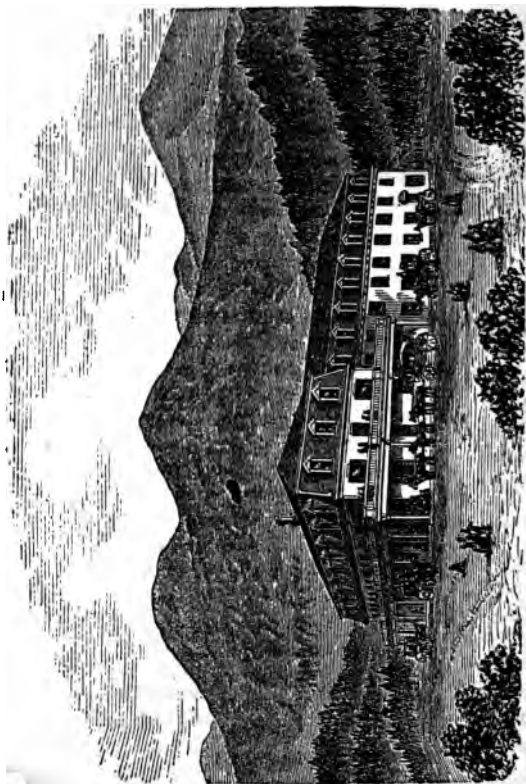
MOUNT WASHINGTON RAILWAY,

much of the pleasure travel goes over Mount Washington, ascending by rail for three miles from the lower station to the Mount Washington House, recently erected on the summit. This road, rising in some portions 2,000 feet to the mile, and an average rise of one foot in four, offers a mode of ascent which has become the great sensation of the mountain tour. Descending on the east side to the Glen House, by the carriage roadway, the

excursionist has a delightful and novel experience of mountain staging, with little of fatigue or exhausting effort. This journey of a day is not one to be forgotten. Well might WHITTIER sing:

“With smoking axle hot with speed, with steeds of fire and steam,
Wide-waked to-day, leaves yesterday behind him like a dream.”

Passengers on the Wing Railroad (the branch previously described leading to this point) may stop at Bethlehem or pass on to the large, first-class and commodious



TWIN MOUNTAIN HOUSE.

TWIN MOUNTAIN HOUSE,

A. T. & O. F. BARBON, proprietors. One of the largest, finest and most complete of the mountain hotels, situated on the Ammonoosuc River, commanding a full view of the Franconia and White Mountains, and extensively patronized as a convenient point of rest from the fatigue of railway travel before attempting the rugged ascents, and also as a delightful place of rest after returning from the somewhat exhausting tour of the summits.

From this house it is but ten miles to the Crawford House, (five by rail, five by stage,) ten miles to the depot of the Mount Washington Railway, where cars are taken for a trip over the famed rail line to the crowning summit, eleven miles to the Waumbek House in Jefferson, thirty miles to the Glen House, and twenty-eight miles to Gorham, by the Cherry Mountain road.

The express train reaches this station at 4 o'clock P. M., and continuing on arrives at

THE WHITE MOUNTAIN HOUSE,

R. D. ROUNSVEL, proprietor, which is one of the older mountain houses at the base of Cherry Mountain. The landlord is a genial and experienced resident, familiar with every phase of mountaineering, and will entertain with good cheer and substantial fare. An excellent livery and experienced drivers are provided, and it is a good point from which to take trips through the picturesque region of the hills hereabouts. Leaving here the train arrives at

THE FABYAN HOUSE

at half-past four o'clock P. M. This house is about one-half mile from the White Mountain House, and near the junction of the Mount Washington turnpike, and the road to the Crawford House. This new, commodious, and elegant hotel has been lately erected, near the site of the old building destroyed by fire in 1868, the proprietors not being deterred from rebuilding by the tradition of the red man's curse in the olden time, or the fiery ordeal of the past.

This new and first-class house is the largest and most complete of the hotels in this section of the mountains; the accommodations are for four hundred and fifty guests, and are on the most liberal scale. The view from its piazzas is directly upon Mount Washington and the mountain railway. A large farm is connected, supplying milk and other luxuries. Mr. LINDSAY, formerly of the Eagle Hotel, Concord, and Mr. J. M. FRENCH, formerly of the Pemigewasset House, Plymouth, N. H., will do honor to their position as proprietors, and their past experience is a guarantee of future success.



THE FABYAN HOUSE

has been built by a company, who saw the need of a better house in this section, to accommodate the greatly increasing travel. Two hundred thousand dollars have been invested in buildings and farm, and it is the design of the proprietors to keep it in the best possible manner. Spacious and high studded rooms, telegraph office, first-class livery, billiard-room, bath-room, band of music, etc. The elevation is 2,000 feet above sea level. No hay fever or asthmatic difficulties. Best Concord coaches, with experienced drivers, run to the foot of Mount Washington Railway, *connecting with trains up the mountain side.*

Near these mountain houses are some of the wild falls of the Ammonoosuc River, the course of which no tourist should fail to explore in this vicinity.

MOUNT PEABODY,

formerly Mount Prospect, easily ascended from these points by carriage road, affords from the summit a beautiful view of the western slope of the mountains.

MOUNT WASHINGTON:

THE TURNPIKE, MOUNTAIN RAILWAY, HOTEL AND VIEW FROM SUMMIT.

This imperial summit of the great northern range reaches the height of 6,285 feet, and overlooks all surrounding peaks, affording the widest outlook of any summit on the northern or eastern coast.

Approached by the Mount Washington Turnpike and Railway on the west, and the carriage road, from the Glen House, on the east, tourists can ascend by railway and return by carriage road to the Glen, or if the ascent is made from the Glen can return by railway, thus in either case getting full experience of this journey, which must be enjoyed in all its novelty to be fully appreciated.

Presuming that you start from the hospitable shelter of the Fabyan House you take one of the Concord coaches and advance by the

MOUNT WASHINGTON TURNPIKE,

now a safe thoroughfare, recently put in good condition at heavy expense, into the immediate neighborhood of the great hills, passing in your trip the upper falls on the Ammonoosuc. Here the river flows in a narrow, winding channel in the rocks, lashed into foam by its wild rush between walls of granite and among impending boulders. These falls extend for the distance of some three hundred feet, and have a descent of about fifty feet. The tourist finds in the rugged beauty of the massive walls, the curious hol-

lowing and shaping of the rocks by the continual action of musical waters, in the surrounding scenery and peculiar charm of the rapids, a feature not to be omitted in the chain of mountain pictures.

Winding along the base of Mount Washington and up to the station of the railway, you are made sensible of your approach to the great central attraction of the hills. The burly forms of the surrounding peaks swell up on every hand, seeming at times to stand as an impenetrable barrier to your further progress, but, continuing on, you reach Ammonoosuc Station, at Marshfield, the lower terminus of the

MOUNTAIN RAILWAY.

This renowned mountain railway was chartered by the State Legislature (as one of the members remarked,) on the same principle that one might have been chartered to the moon; the one being, to the ordinary mind, as practicable as the other; but the energy and practical ingenuity, and persistence under discouragement and ridicule, of Sylvester Marsh, Esq., the projector and inventor, with the efficient aid of J. E. Lyon, Esq., President of the Boston, Concord & Montreal Railroad, and Walter Aiken, Esq., of Franklin, who built the engines and cars, and the financial aid of railways and individuals, accomplished the feat and established the practical working of the enterprise, which abolishes, in great measure, the hardships of mountain climbing.

The length of the railway is about three miles. The total rise from the lower station to Mount Washington House, on the summit, is 3,625 feet; the steepest grade is 1,980 feet to the mile, about one foot in three, but averaging through the entire course one foot in four.

The road-bed is constructed with special reference to safety and durability, of heavy timber, clamped to the rocks of the mountain slope, and braced and secured in the strongest manner. The track is of the usual gauge, with side rails of the usual railway pattern, and a central safety rail, constructed of two parallel bars of angle iron, with cross bolts of one and one-half inch round iron, at intervals of about four inches; between these bolts play the cogs

of a central wheel of the locomotive. In addition to ordinary brakes the atmospheric brakes, instantaneous in their action, are in use, and, following and dropping into the notch-rim of the driving-wheel, is a firm iron support which would effectually prevent the descent of the train in case of injury to the machinery. Rollers running under the angle iron prevent jumping or slipping from the track. With these arrangements for safety, the passenger need feel no alarm or apprehension of danger, the trip



MOUNT WASHINGTON RAILWAY.

being as safe as ordinary rail transit, no accident having occurred in the five years the road has been in operation, nor damage of a penny, to life, limb or material, during the time of construction or since its operation as a line of travel.

The locomotive is of novel construction, being made with especial reference to the steep inclination of the road, and, when standing upon the level track, appears sadly out of balance. Safety and power are attained in the construction at the expense of speed, which is not sought. The locomotive is always below

the train, pushing the coaches upward as you ascend, and preceding them in the return down the slope. The cars have seats hung at an angle, facing toward the base.

The superintendent is Capt. J. W. Dodge, whose interest in this novel line of travel is equalled only by his willingness to satisfy the many inquiries of the thousands who for the first time ascend the mountain side by the "Sensation Route."

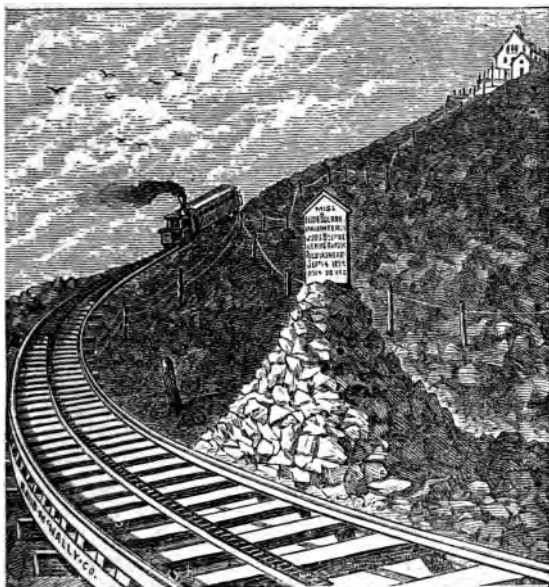
Single fares either way are \$3, or for both ways, \$5. Trunks and heavy baggage involve an extra charge according to space occupied; but ordinary hand baggage is carried free of expense. The baggage of parties returning from this point will be checked through to their destination, if upon the routes previously described.

The ascent is made in an hour and a quarter, including the stoppages for water, and somewhat less in the downward trip, which is made by force of gravity alone, regulated by the brakes. The telegraph wires extend to the summit.

No three miles of railway in the world afford such a succession of wild and startling views as the passenger has on his mountain ride on this iron line up the steep inclination of Mount Washington. Glimpses of the valley below, through which winds the turnpike, the wide broken view of the valley and mountain, the Great Gulf to the left, into the depths of which you look with shrinking and trepidation, and, nearing the summit, an eastward view down into the Glen, with the white buildings of the Glen House, a speck in the valley below.

The monument of stones near the summit marks the spot where, in 1855, Lizzie Bourne, of Maine, died from exposure, as further described in the description of ascent from the Glen House by carriage road. The water stations on the way are called by appropriate names, such as Gulf Station, Waumbek Station, etc.

Above Waumbek Station is Jacob's Ladder—a long, high trestle work on a steep incline; here the change in vegetation from trees to lichens is most marked. As the train stops to receive supply of water, from cisterns supplied by springs, impressive views of the valleys are had, and the wild winds of the upper *air currents assert* their strength at a point on the ridge between



Mounts Clay and Washington, the passenger looks down a thousand feet into the "Gulf of Mexico,"—a wild chasm in which a branch of Peabody River has its source. From this point the ascent is more gradual.

The journey of a day, from Boston to Mount Washington summit, is one of magnificent contrasts. The tourist, who all day long has been whirled along the valleys of New England's fairest rivers, through a panorama of green fields and by sparkling lakes, with glimpses of distant hills and mountains, may end the day in the delightful stage ride and sensational climbing by rail, leaving behind the vegetation of the plains and the luxuriant forests around the mountain's base, pass the belt where thrive only the hardier shrubs, and the fir tree is dwarfed to the span of a lady's hand, into the region of Alpine plants and the lichens and mosses peculiar to the icy regions around the pole, till on the

bare rocks of the nearly level plateau, on this highest northern outlook east of the Rocky Mountains,

THE MOUNT WASHINGTON HOUSE,

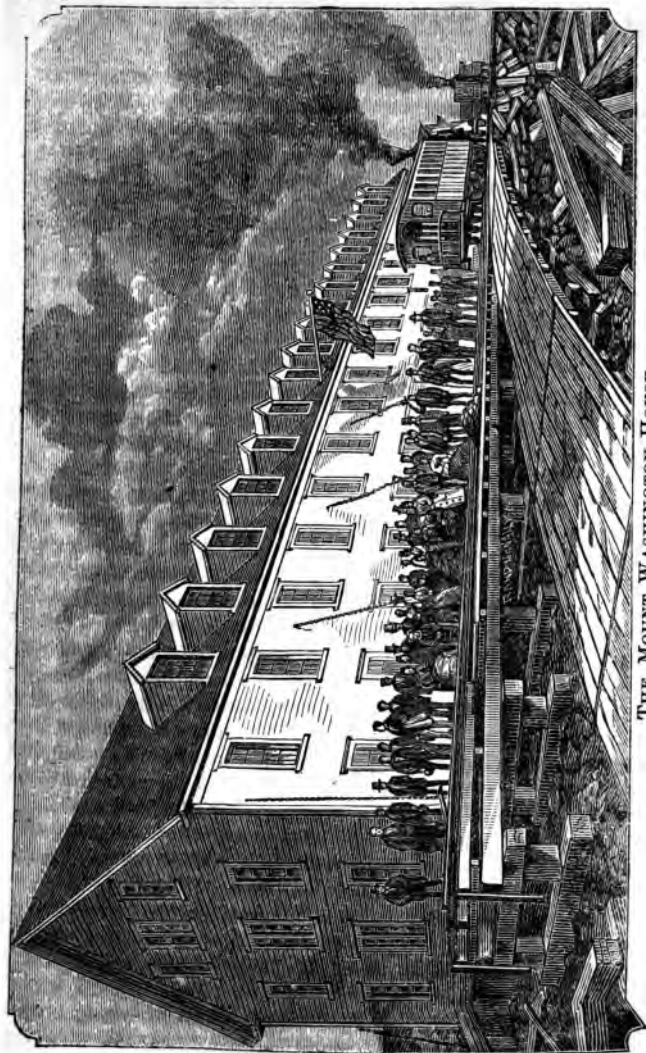
the new hotel at the summit serving the double purpose of depot building and hotel, receives the tired traveler within its hospitable doors for a *night among the clouds*. This new house at the summit, erected in 1872, and furnished and opened for visitors the past season, has accommodations for one hundred and fifty guests. It is conveniently furnished, and telegraphic and other facilities are afforded the guests who spend the night beneath its hospitable roof. All the substantials and luxuries furnished at the mountain houses are provided for the tables, and the furnishing and management is such as to please all who may be so fortunate as to enjoy them. Captain Dodge, the manager of the Mount Washington Railway, is the manager of this new hotel, a sure guarantee of attention to the travelers' wants. All the necessary provisions for comfort and ease are provided, and, in case the house should be overcrowded, the older and well known *Tip-Top* and *Summit* houses will receive you within their more primitive doors. From this high altitude of a mile and a quarter above sea level, we can now look down along the grand incline, up which in vast billows of land the hills have advanced from the level sea-beach to this peerless height, and around upon mountains "named, nameless and numberless," over the vast extent of view which the mountain, personified by EMERSON, thus tersely describes:

"Every morn I lift my head,
Gaze o'er New England underspread,
South from St. Lawrence to the sound,
From Catskill east to the sea bound."

VIEW FROM THE SUMMIT.

"Crag heaped on crag, with many a fiery rift and hoary summit."

The magnitude of the wide stretch of country seen from this *high altitude*, when first swept by the eye, is overpowering and



THE MOUNT WASHINGTON HOUSE.

confusing from its extent and combinations. You imagine that the crust of earth has been tossed on a boiling caldron, and, at the touch of some mighty power, been congealed at the moment of wildest ebullition—a sea of sweeping ranges and isolated peaks, broad valleys and forests, sparkling lakes and sinuous streams above you.

“ The sky bends round
The awful dome of a most mighty temple,
Built by Omnipotent hand for nothing less
Than infinite worship.”

The wild and rocky, but somewhat regular plateau of the summit appears as an island surrounded by a petrified sea of hills. The jagged and bare peaks of the adjacent mountains, separated by ravines and gulfs of vast depth and outline, are the most impressive feature of the wide panorama.

If you are fortunate to gain an unobstructed view through the wide circle, you will look northward over the billowy land to the plains of Canada; to the northeast on the far distant forests of Maine, with the dim outline of Katahdin just visible in the distance, while near at hand the great attendant mountains of this group—Jefferson, Adams and Madison—tower in the foreground, a grand cluster of dark and rugged summits. Mount Jackson is on the southeast, close at hand, with the symmetrical, lone summit of Pequaket (Kiarsarge at North Conway,) in the distance, and Sebago Lake and the surrounding country in Maine, and, sometimes, the faint blue line of the ocean, scarcely to be separated from the sky in the far distance. Southward is the valley of the Saco with its villages, the sharp pyramids of Chucorua and the gleam of fair Winnepesaukee. Southwesterly the remaining mountains of this range, Mount Monroe with its rocky peak and the Twin ponds, Mount Pleasant with its regular outline, Mount Franklin with a more level surface, Mount Willey and the further range of wooded hills. Westward, the valley of the Ammonoosuc, the village of Bethlehem, the naked summit of Mount Lafayette in Franconia, the broken silver line of rivers, and in the dim distance the Green Mountains, with Mount Mansfield and Camel's Hump. Northwest, the picturesque town of Jefferson, Pondi-

cherry in the embrace of forests, and further distant the village of Lancaster.

Viewed in the light of the setting sun, or when morning lights burn off the vapors from the face of the wide landscape, the scene is one which pen cannot describe nor pencil portray, but which memory will not fail to cherish as the choicest revelation of nature to be seen in a lifetime. Fortune does not always favor the tourist, and he may sometimes stand upon this lofty height, veiled in impenetrable mist, and the gloom of clouds, hiding the grand outlines which he knows lie beneath and around him.

If the rare privilege is given you to look through the clear and unobstructed light of early summer, or later autumn, on this blending scene of complex and overpowering grandeur and beauty, over which the contrasts of light and shade play upon a scale wider than human eye is often privileged to view; the grand sweep of masses of clouds and the attendant trailing shadows beneath; the scrolls of mist that ride upon the winds and the shadows of great summits throwing their sombre veil over whole townships as the sun declines, all inspire you with the feeling that you have been admitted into near and familiar contact with scenes in nature heretofore unknown to you, and perhaps, to crown all, while you are dreaming, a roaring storm gathers on the unsheltered cone and you shrink to nothingness in the midst of its resistless fury. The storm, the lightning, and the clouds are not from above, but you are in the midst of or above them.

WINTER ABOVE THE CLOUDS.

On the bald summit of Washington, in the teeth of winter hurricanes, the daring and scientific gentlemen live in arctic seclusion, each winter, among the dense clouds and roaring tempests of the great height, alternating with brilliant sunsets, shows of frost-work, and cloud-views, an experience of "high life," grand and sublime, the better appreciated by the earnest natures who have experienced it, for the spice of danger and novelty of experience here had. Occasional visitors relieve the monotony of their solitary life, two ladies being of the number who made the ascent the past winter. It is a peculiar experience

for those who so courageously brave the exposure. Oceans of clouds pierced by snow capped peaks, all below being hidden in impenetrable frost-clouds, the swift growth of clouds and storms and almost irresistible force of the winds, with the lonely lack of all animate life, are the grand peculiarities of their winter experience.

THE CRAWFORD HOUSE

is situated at the gate of the White Mountain or Crawford Notch. It is one of the finest in its plan of the mountain houses, the piazzas, of ample width, extending the entire length of the building. It stands upon a plain 2,000 feet above sea level. A small lake near the Notch gate is the source of the Saco, and the Ammonoosuc is also supplied from springs on the same plain. A. T. & O. F. Barron are the proprietors of the house, and C. H. Merrill, Esq., their popular associate in the management. This is the house naturally chosen by visitors to the Notch, being located at the very gates, and is also a convenient halting place for those passing through from North Conway, or returning to that point.



THE CRAWFORD HOUSE.

Tourists formerly ascended from this house to the summit of Mount Washington by bridle path, but since the opening of the Mountain Railway, the path has fallen into disuse and is out of repair. The house is in every respect first-class, and accommodates some three hundred guests. Near to the house are

GIBBS' FALLS,

so named for a former landlord of the hotel. They are reached *by a walk of a half hour* from the hotel. Here the brook makes

a leap of nearly forty feet, in two sheets of white foam, separated by a small islet, on which a lone pine tree stands guard. A succession of lesser falls on the same stream will tempt you to further exploration.

BEECHER'S FALLS CASCADE,


only about a half mile from the hotel, is upon the little mountain brook which flows down the slope to the right of the road, reached by a shaded pathway. In one of the pools of this stream the eminent divine whose name they bear was "immersed," not intentionally, but like other men, he "fell." He describes the brook as, at one point, "whirling itself into a plexus of cords," or a "pulsating braid of water." For more than a fourth of a mile the stream sweeps down over rocks hung with moss, and through channels worn in beautiful contour, arched with green leaves and luxuriant trees.

The location of the house is on a fine plateau, and a pleasant grove in front gives ample lounging space if you are disposed to take life easy and avoid the fatigue of continual sight-seeing and climbing.

THE WHITE MOUNTAIN OR "CRAWFORD" NOTCH.

Next to the ascent of Mount Washington, and previous to that if you do not return, you will wish to explore the attractions of this widely-famed pass in the mountains. The peculiar grandeur of this vast and awful gorge cannot be described in words, and the artist transmits the grand outlines but imperfectly. On either hand, the forbidding line of precipices tower above you in imposing grandeur, and you halt and turn to admire its savage ruggedness. It extends for a distance of about three miles, running from northwest to southeast.

The "Gate of the Notch" is in the near vicinity of the Crawford House, and is a chasm between perpendicular rocks, distant from each other but twenty-two feet; the diminutive stream flowing at one side is the commencement of the Saco River, which runs with rapid course and increasing volume through the fairest of valleys to the sea.



Riding down the Notch from the Crawford House, through the "gates," you pass within the wild gorge, and if you have a guide or companion versed in the localities of the great ravine your eye and mind will be intent upon a series of views and objects, of which it were foolish to attempt minute description other than by name and general outline. Just before entering the "gates" a path diverges to the left, leading to "The Elephant's Head."

"Pulpit Rock" is a great overhanging column of stone, the form of which is best indicated by its name, a bold buttress or column.

The "Baby," the "Young Man of the Mountain" and the "Grandmother" will be pointed out, figures more or less distinct, formed by jutting masses of rock on the ragged walls. The "gates," at the entrance, are but twenty-two feet in width, and "Sentinel Rock" stands guard near the entrance. It is to be regretted that the line of the Portland & Ogdensburg Railroad, now being graded through the Notch, necessitates the destruction of some of these curious outlines and destroys the natural wildness of the "Gates." The "Old Maid" is a most venerable specimen of the anxious and aimless class, while the "African Face" is of unmistakable Ethiopian outline, high up on a spur of Mount Willard to the right, as you ride down the Notch from the Crawford House. At a bend in the road, nearly a mile from the gateway, is one of the most impressive scenes in the Notch, where the great outlines of Mounts Webster, Willey and Willard crowd in concentrated sweeping lines upon the narrow way. Further on, at the Willey House, the pass is more open and the long range of walls on either hand have more of regularity, and the gorge is more open.

THE WILLEY HOUSE.

This house is located under the steep acclivity of Mount Willey, which rises some 2,000 feet behind the house, and opposite is the forbidding front of Mount Webster, the little Saco river flowing near by. The kind and hospitable Samuel Willey, Jr., lived here at the time of the great calamity.

On the night of Monday, the 28th of August, 1826, occurred

that terrible storm which fed the mountain branches of the Saco and the Ammonoosuc, and changed the limpid current from a gentle running stream to a mad rush of whirling waters, breaking old bounds and roaring in lawless torrents, freighted with the loosened soil and trees swept from the steep sides of the overhanging hills; during this terrible night the tragic disaster of the Willey House occurred; the house itself received no injury, but the frightened inmates who sought safety by flight from the mad fury of the crashing slides, were found buried in the debris below. The faithful house dog, escaping unhurt, appeared at Conway, and by all the resources of brute intellect, sought to give tidings of the calamity, failing in which he disappeared at the top of his speed, and afterwards, though occasionally seen, was missing. The father, mother, five children, and two hired men perished; the bodies of two sons and a daughter were never found.

The burial service of these victims of tragic death, as performed on the spot, are described as singularly impressive. The words of the solemn prayer of the good elder, offered with distinct and measured utterance, came back in slow and solemn echoes from the seamed walls of the circling mountains.

The slopes of Mount Willey are quite bare, having only enough of soil to furnish root-hold for the scanty crop of dwarfed birches that somewhat relieve the desolation of the scarred walls.

Riding back from the Willey House the black mouth of the "Devil's Den" is seen high up in the Rocky front of Mount Willard.

DRIVE TO THE SUMMIT OF MOUNT WILLARD.

This safe and easy shaded ascent of about two miles may be made in carriages from the hotel, or without difficulty by pedestrians. Emerging from the forest you come out upon a level plateau on the very verge of the sheer precipice, going down into the yawning depth of the Notch. It is a grand outlook—the key to the beauties of this famed mountain pass, and, if viewed under favorable lights, you linger upon the rocky plateau, loth to lose the impression of the actual scene—the grand outline of the gorge, the winding road through the whole extent, the famed

"Willey House," the track of slides upon the bold slopes of either mountain, and the sparkling line of the mountain brooks leaping in gleaming and sinuous falls down the rugged walls; perhaps, over all, a roof of clouds lying before you in the soft sunlight,

"Through which the summits tower
Like to palaces of spar
Built on a sea of pearl."

The stillness of the great height and the grand sublimity of the landscape can but impress the beholder with admiration and awe. It seems possible to throw a stone upon the roof of the Willey House, so deceptive is the distance. From this point you look also upon the "Flume and Silver Cascades," and down the grand line of marshaled summits which enclose this wild pass, in the direction of North Conway.

THE FLUME,

a brook pouring through the worn chasm or rent in the solid rock on the side of Mount Webster, is noted as one of the beauties of the Notch, leaping through the curious zigzag channel of stone in noisy and picturesque disturbance on its way to join the waters of the fair Saco.

THE SILVER CASCADE,

above the Flume, and a sort of continuation of the same, slides down the mountain side for a mile, in windings, leapings and turnings innumerable; now in a broad sheet of whitened foam, again divided in several streams, narrowing to a swift current through the worn and narrow channel. The view from the rude bridge, or from a point at the base of the fall, is of unrivalled interest and beauty, and from all points this mountain cascade is one of the attractions by no means to be passed by. You will linger by its whitened torrent with increasing admiration. Parties from the Crawford House can visit these falls at a very trivial expense.



THE SILVER CASCADE.

FALLS ON AVALANCHE BROOK.

These falls are about six miles from the Crawford House, on Mount Willey, upon a stream which flows down the slope of the mountain, near the track of the memorable land slide, and joins the Saco below the Willey House. Following this brook, now known as Ripley's or Avalanche brook, nearly two miles up the mountain, a grand cascade bursts upon the view, falling between granite walls of picturesque forms and wonderful shaping. The commencement of these falls is a succession of rocky steps some fifty feet wide, continuing in a widening incline, broken into sweeping curves, through the solid rock into the reservoir at the foot. These falls are now christened the "Sylvan Glade Cataract." A mile further up the brook is a lesser series of falls called the "Sparkling Cascade," worthy of a visit.

This tour of the Notch, including the ascent of Mount Willard, should by no means be omitted in your mountain trip; the lavish display of wildness and bold scenes and outlines calls to mind the lines of the Yankee rhymester —

" Dame Nature once, while coating well
This fiery mass o'er which we dwell
Had surplus left of ends and outs,
These masses vast in ruin thrown
By streamlet worn and moss o'ergrown,
In winrowed heaps lie hereabouts."

CHAPTER VII.

FROM MT. WASHINGTON, OR THE CRAWFORD HOUSE, TO NORTH CONWAY, OR THE GLEN HOUSE.

Leaving the level plateau at the Crawford House, and entering at the "Gates of the Notch," you pass by gradual descent and rough and winding roadway, over bridges which span the rocky channels of mountain torrents, with the curious rock figures on either hand upon the ragged walls, and the bold outlines of the grand pass to the front and rear.

Passing the famed Willey House, the tragic story of which was briefly told in the preceding chapter, and the graves of the unfortunate inmates who perished here on that fearful night, and continuing down the Notch, from the Willey House, you emerge from its gloom and grandeur and pass through enclosing forests in a southeasterly direction, the towering masses of the Giants Stairs (3,500 feet), Mount Resolution and Mount Crawford (3,400 and 3,200 feet respective elevations) loom up to the left; the Saco, swelled by many mountain streams and greatly increased in volume since you listened to its noisy but invisible flow among the rocks at the Notch entrance, flows by the roadway.

The old Mount Crawford House is next reached, once an important rendezvous for tourists, hunters and anglers, now kept as a boarding house. Mount Washington is sometimes ascended from this point by a route not of late much patronized, but offering great attractions to the genuine lover of nature. This spot is of interest as being the former residence of old Abel Crawford, and is six miles distant from the Willey House. The amount of

teaming past this place through the Notch in the early days, before the day of railroads, was immense; an old resident tells of counting for a single day the teams passing from above and below at this point, reaching the number of three hundred, only two or three of which were single teams.

About a half mile further on is NANCY'S BROOK, from its associations, a place of sad interest. It was here in 1778 that an unfortunate girl, deserted by her lover, perished from exposure, in the vain attempt to overtake the recreant deserter by a foot journey through this, then, almost impassable route. A stone, known as "Nancy's Rock," is pointed out as a mark of the tragedy. Further on is a great bend in the road and river around Hart's Ledge where Sawyer's river is crossed.

HART'S LOCATION

is the present terminus of the Portland & Ogdensburg Railroad, now building through the notch, and stages from the Fabyan House and Mount Washington Railway connect here with trains to and from Portland and the east.

From this point to Bartlett the valley of the Saco is closely followed, in an easterly direction, and

SAWYER'S ROCK,

at Upper Bartlett is passed. One Nash, the discoverer of the pass known as the Notch, was associated with Sawyer in the first transportation of a horse through the rough gorge—then a work of difficulty. When the last obstruction was overcome, their emptied rum bottle was dashed against this high rock, and Sawyer's Rock has been the name it has since borne. Sawyer's River is the small stream here crossed. The building of the road through to the Notch was an undertaking of great importance, in the days when it was attempted, with the limited means for carrying out the project.

From this point the way is still along the valley of the Saco and passes the neat little "Chapel of the Hills" upon the right, a *tasty building* erected by summer residents. The three peaks of

Mount Carrigan (4,800 feet, highest elevation), a bold mass of peaks little known in descriptive works, being outside of all usual routes of travel, loom up to the right and rear. Stanton Mountain and the White Ledge are prominent to the left, and

BARTLETT

is reached—a scattered settlement lying along the valley of the Saco. The Bartlett House is the half way or halting station on the route from the Crawford to the Glen House, distant fifteen miles from the former, and twenty miles from the latter.

From this village the tourist may pass directly on to North Conway, with charming views of the famed Conway Intervales and the grand and massive pyramidal mass of Mount Pequaket or Kiarsarge before you, crossing the east branch of the Saco near the Intervale House. Of this beautiful village—the key to the mountain region when approached from the east—see chapter on “North Conway and Surroundings.”

TO THE GLEN.

A large number will diverge at Bartlett and continue the regular route to the Glen House, along the valley of the Ellis River, through Pinkham Notch.

GOODRICH FALLS,

upon the Ellis River, will be the first feature of prominence to attract your attention. This is the heaviest fall in the mountains in perpendicular descent. From the old bridge in front of the fall a good view may be obtained, also from the shore below, and from the rocks on the right bank.

Continuing northward you will enjoy grand surprises as the massive ridges of the White Mountain range burst occasionally into view. The town of

JACKSON,

a mile beyond the falls, is noted for the value and variety of the minerals there found.

Iron Mountain is nearly 3,000 feet high, and with Thorn Mountain is rich in veins of iron ore. Tin (the first found in the United States,) and copper ores are also found, with other valuable minerals. On the way from Goodrich Falls, Jackson Falls and the Jackson Falls House are passed before reaching the rural

JACKSON CITY,

a city only in name; and sweeping around the base of Eagle Mountain and climbing through thick forests continue on through the desolation of

PINKHAM NOTCH,

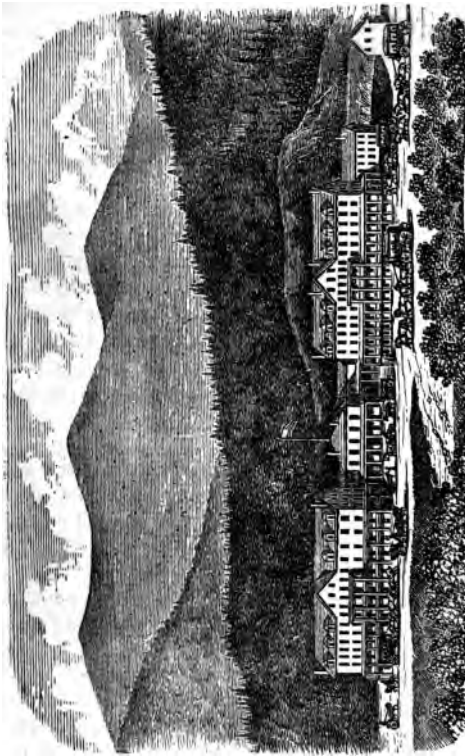
or Pinkham Pass, which takes its name from the family of early settlers of that name who, in April 1790, tenanted a log house, previously erected, which they found buried in the deep snows of that inclement season. The ingenuity of one of the boys in harnessing the pig (their only live stock), to the hand-sled, containing the entire outfit of the family, is narrated by Willey in his "Incidents of White Mountain History;" he also relates the incidents of the fearful tornado of 1821, which swept the town.

Passing the ways leading from the road to Glen Ellis Falls and the Crystal Cascade, which we shall visit from the Glen House, by the contiguous sources of the Ellis and Peabody Rivers, and along the increasing and musical line of the latter stream, Mount Carter being occasionally seen to the right, you ride through forests, charmingly festooned with mosses, cross the bridge on the Peabody River, pass the carriage road to Mount Washington to the left, and ascend to the hospitable shelter and enjoyment of the startling views so peculiar to the location of the

GLEN HOUSE,

W. & C. R. MILLIKEN, proprietors. This house is situated within the vast hollow, bounded by a rim of mountain peaks, and more than 1,600 feet above sea level. Mount Washington is in view from its grounds. Adams, Jefferson, Clay and Madison circle away to the northeast in impressive grandeur, seamed with

the scars of terrific slides and desolating torrents. Mount Adams appears from this point the highest, but less burly and majestic than Washington.



GLEN HOUSE.

Mount Carter is in the rear of the Glen House, and from its side the tourist who takes the trouble to climb through the forests to a favorite point of view, will gain an unobstructed outlook upon the five great peaks of the mountain range from Washington northward—Clay, Jefferson, Adams and Madison. The travel

who makes his stay at this house for a time, will be at no loss for lack of the wonderful and the beautiful to excite and charm away the hours. The house itself is one of the largest and most commodious in the mountains, in appearance like two buildings, connected by a central one, giving a long front of piazza, and overlooking the Peabody River and the great mountain range. Stage lines connect with the Eastern Railway trains at North Conway and with Portland and Ogdensburg Railroad at North Conway and Bartlett, also stage line through Bartlett to Crawford House. Autumnal catarrh and hay fever are unknown troubles with the patrons of this house.

The house was opened June 12th for visitors, and an excellent band of music is in attendance for promenading and dancing in its spacious halls in the pleasure season.

Visitors to the Notch may ascend to the summit by the carriage road, and descend by the Mountain Railway to the Fabyan or White Mountain House, and from thence to the Crawford House at the Notch. But there are numerous objects of interest in and around the Glen which will be visited before making the ascent.

PEABODY RIVER

runs in front of the hotel, and distant about a mile. On the same are those curious proofs of the effects of continued action of running water upon solid rock, known as the "Garnet Pools," where the solid granite bed is worn for some distance into curious and peculiar forms, which can but interest you.

On the road to Conway, over which you have come from Bartlett, a more leisurely visit will enable you to see those curiosities in nature which so greatly add to the attractions at this point.

THE EMERALD POOL,

near the roadway, is a charming reservoir of water from the river, in delightful quiet, and should not be omitted in the sights of the region. About two miles from the hotel are

THOMPSON'S FALLS,

on a brook of no great rise, leading into the Peabody River, extending for nearly three-fourths of a mile in a succession of

lovely, broken falls, of easy descent, without presenting any startling features, but with much of picturesque beauty, and the climb along the wild stream brings you to points from which you gain glorious mountain views.

CRYSTAL CASCADE.

These cascades are reached by a path diverging from the road about three and one-half miles south of the hotel, and leading up the side of the great mountain; following this for half a mile you reach the top of a jutting spur overhanging a water-chiseled chasm, through which a bright stream gurgles with hoarse murmuring, while from far up on the mountain side the crystal cascade come gliding down; light, feathery and white as the snow, comes the pure waters of the stream, descending from the side of Mount Washington, under the walls of Tuckerman's Ravine—a long, sheer descent of successive leaps and turns.

Tuckerman's Ravine may be reached by following this stream from the Cascade by a path known as Thompson's path, which leaves the carriage road some two miles from the base of Mount Washington, but is perhaps oftener explored by descending into it from the summit. This long, deep ravine, in the southern slope of the mountain, is filled to great depth by the accumulated snows of winter; the summer heats usually dispel the immense snow bank during the month of August. In the process of melting, the gradual wear of the streams sometimes forms a grand arch of snow, of magnificent proportions, and worn by melting processes into beautiful forms and outlines. The "Snow Arch" formed by the waters from "a thousand streams" running under and melting the snow is grand in the extreme, in the early part of August. This grand ice arch extends for two or three hundred feet, supported by ice pillars standing on boulders which prevent the melting of the column of ice resting upon them; but the long summer eventually tells upon the frigid mass and the ice-palace vanishes in humid mists.

GLEN ELLIS FALLS

are about four miles from the Glen House—reached by taking a footpath leading from the main road through a pine thicket.

which speedily brings you to the brink of a rocky precipice, above a narrow gorge overhung with dark masses of foliage. Descending this cliff by the irregular natural steps and rude artificial helps, you reach the bottom of a dark chasm and stand upon the brink of a foaming caldron of emerald water, and glancing upwards, you can see the stream leaping seventy feet at a single bound from the worn channel of the rock. The scenery around this water fall combines all the elements of beauty, wildness and startling contrast, which the most romantic could expect or desire.

FROM THE GLEN HOUSE.

This is still a favorite way of scaling the side of the central summit of the mountains. The road winds along the mountain side a distance of eight miles from the hotel to the Mount Washington House, and is both safe and easy of ascent. This road was finished in 1861, after six years of labor, and has an average grade of little less than one foot in eight, from which it varies in no great degree. The time occupied in making the ascent is about three hours. The lower half of the journey is by a winding way through forests, emerging at the "Ledge" upon the bare wall of the mountain, and winding along the brink of the Great Gulf, across which you look upon the entire slopes of Mounts Jefferson, Adams and Madison; and, continuing on, it overlooks the Glen and the valley through Pinkham Pass, and up the valley of the Peabody River toward Gorham.

The views widen and increase in scope and grandeur as you approach the summit, which seems to develop itself anew as you continue to rise over successive ridges. There is neither danger nor inconvenience in this way of ascent. Baggage wagons accompany the passenger carriages, enabling parties to descend on the other side by railway to the Fabyan, White Mountain, Twin Mountain or Crawford House, as their inclination may lead.

The view from the summit has been previously described, as have also the accommodations for a night among the clouds, or a longer stay if you are enamored with the novel experience of life at an elevation of 6,300 feet above sea level.

Before the building of the carriage road the ascent was tiresome and attended with danger.

Near the summit, on the road, is the Lizzie Bourne monument, previously noticed. It is a pyramid of rough stones surmounted by a slab. Miss Bourne perished from exposure on this spot in 1855. In company with two male relatives she attempted the ascent of the mountain without a guide, and, bewildered and chilled, perished from exposure in the immediate vicinity of the summit houses.

We have again brought you to the summit and again leave you to choice of ways, no longer wanting, by which to descend. While at the Glen House many will wish to take the pleasant trip to Gorham, on the Grand Trunk Railway, in the Androscoggin valley, distant from the Glen some eight miles. Stages from the Glen House connect with all trains over the Grand Trunk Railway at this point. Going northward from Gorham, those wishing to make the circuit of the mountains, or to visit Franconia and the western side, on their return may take the Boston, Concord & Montreal trains at Northumberland and return southward via Lancaster, Littleton, Plymouth and Lake Winnepesaukee.

KIAREARGE MOUSE

NORTH CONWAY, N.H.

S. W. & S. D. THOMPSON.

PROPRIETORS.



CHAPTER VIII.

NORTH CONWAY AND SURROUNDINGS.

This charming village is reached by the popular boat, stage and rail route from *Wiers* across fair Lake Winnepesaukee to *Centre Harbor*, thence by the picturesque stage route to *West Ossipee* on the Great Falls & Conway Railroad and thence to destination by rail; giving great variety of scenery and novelty of experience.

HOTELS.

Of these there is no lack, and the visitor may suit his taste as to locality and style of entertainment. In the immediate vicinity of the new Eastern Railroad station is the new, large and commodious first-class hotel, the **KIARSARGE HOUSE**.

It will accommodate three hundred guests, and is built and furnished on a scale of liberality which is sustained in the details



THE INTERVALE HOUSE.

of management. The building is lighted with gas, and the nearness to the station is a convenience to business men. Fast line of six-horse Concord Coaches run twice each day to the Glen House.

THE INTERVALE HOUSE, kept by MUDGETT & SON, located under the slope of Mount Pequaket, or Kiarsarge, is within a beautiful enclosure of hills and surrounded by attractive points, easily reached by short walks from the Hotel. The buildings are comparatively new, and it will be found to be a centre of attractions for those who tarry at this point. The McMILLAN HOUSE is to the southward, in the direction of Artists's Falls, the NORTH CONWAY HOUSE, by N. R. MASON, and the WASHINGTON HOUSE, receive extensive patronage in the summer months.

The MASON HOUSE is a new hotel, complete in its furnishing, kept by the senior MASON, formerly of the Sunset Pavillion, so long and favorably known to the traveling public.



THE RANDALL HOUSE

is a commodious and well furnished hotel, kept by J. T. RANDALL, Esq., well known to frequenters of this village for several years. Carriages connect with the railroad trains from all the hotels.

THE EASTMAN HOUSE,

kept by F. J. LUCAS, is a house where visitors will find substantial comfort.

This romantic village is the centre of resort in the Saco valley, and the key to the mountain region from the southeast. The village lies upon a plain of some four or five miles long by three wide, overlooking the intervalles of the Saco, which is here a stream of several rods in width, fordable in many places and flowing over a bed of the purest stones and pebbles, worn and washed to smoothness and whiteness by the pure waters. The stream is liable to rapid rising at times, to the great danger of those having property upon its banks. At the time of the Willey disaster it rose twenty-four feet in a single night.

The smiling intervalles or meadows are noted for their beauty, and the distant view of the giant peaks of the White Mountains to the northward, looking up the Saco valley, is considered one of the finest in the State, the distance softening all harsh and rugged outlines into beautiful curves and combinations.

To the northeast of the village

PEQUAKET,

or Kiarsarge Mountain, rises, a lone, swelling summit, symmetrical in outline, surmounted by the hotel clamped to the rocks of the very summit. The elevation is 3,367 feet, and it stands like an immovable sentinel upon the outpost of the grim host of hills. The ascent can be made with horses, or by pedestrians, without difficulty, to the very summit. From this highest southern elevation there is a magnificent view of the whole army of hills to the north and west, including the whole White Mountain range, and of the grand central dome, Mount Washington, and Mount Lafayette of the Franconia group. The fair valley of the Saco can be followed from near its source in the mountain fastness far on its course to the sea. To the east lie the reaches of level country in Maine and the waters of fair Sebago and the lesser lakes.

There is a range of rugged hills to the east called "Rattlesnake Ridge," and "Mote Mountain" to the southwest, with the shaw

pyramids of old Chucorua in the same direction, but in the far distance.

Starr King says "we have seen no other region of New England so swathed in dreamy charm," that at times "the spiritual heights, from which nature issues, unseal their opulence and send the freshet of bloom—times when the finer 'light in light' will break its bounds, and the whole valley will turn into a goblet brimming with beauty too liberal to be contained by the mountain walls that are tinted with its weird waves."

THE LEDGES,

upon the face of Mote Mountain, rise almost perpendicularly in a rocky face of several miles extent, reaching at some points a height of eight hundred feet. In the ride to these ledges, from the village, by the road, through the fields and plains, the sparkling waters of the Saco are twice forded.

ECHO LAKE

is a gem among the mountain lakes, unruffled by the slightest breeze, sleeping beneath the rocky walls and reflecting the bold outline of overhanging cliffs. The blast of a horn and the sound of the voice are clearly and sharply echoed from the cliffs, sometimes with a slight re-echo, but wanting the resounding repetition of the like named wonder at Franconia.

THE CATHEDRAL.

In the wall of the great ledges, next visited, is a cave of forty feet in depth by some sixty feet in height; you stand within it as within a wide, rough, granite alcove in the face of the wall, the forest trees standing in audience before you and shading the light which falls within. Along the seamed walls the work of the silent forces of the frost are seen at the base; great flakes and blocks pried off the granite face of the walls by freezing wedges of ice, lie in confusion, and others seem hanging only by the slightest hold, which the next frost wedge will loosen and *hurl below*.

DEVIL'S DEN.

In the debris at the foot of the ledge, not far from the Cathedral, formed by a huge scale of granite, sliding over a mass of loose blocks, is the "Devil's Den," an enclosed space in the fallen mass entered by creeping through a tortuous passage. By lighting a fire in this cave you can take a lunch, with no fear of disturbance from his Satanic majesty, and to the great delight of the juveniles.

Thompson's Falls must not be forgotten in the visit, and

DIANA'S BATHS

are another wonder which should be seen by all. Another way, through pastures and forests, and you reach a small mill, above which the stream from the forest flows over a bed of the whitest granite, flecked with crystals. Ordinarily the flow of water is not large, but the solid granite bed is worn in every conceivable form, dropping in steps at irregular intervals, and filled with wells worn in the solid surface by whirling eddies and revolving boulders, seamed by the swift and continual flow of ceaseless currents into curious and fantastic grooves. Unless swollen by unusual rains you need not look for startling or overwhelming features; but for curious and beautiful combinations it is worthy of a visit, and will impress itself indelibly on the memory.

ARTIST'S FALLS.

These charming falls are to the south of the village, in a picturesque and shaded place, and are widely known in prints and photographic representations. All will wish to look upon the beautiful fall among the wild combination of rocks and shading trees; but here, as in nearly all the charms around North Conway, look rather for quiet loveliness than for the overpowering and forbidding aspects presented in the immediate vicinity of the mountains.

DRIVES.

Though you may remain for weeks at North Conway, you may have a new drive or walk of absorbing interest each day of your stay. *Excursions to Chucorua Lake and Gould's Pond, to Corway Corner, to Fryeburg, once a very important village, built*

a broad plain within a wide sweep of the Saco, are often made. Near by is Lovewell's Pond, with thickly wooded shores, near which was fought that desperate battle with the Indians, so terrible in the slaughter of both the whites and savages—one of the most fierce and obstinate of the encounters with the Pequaket Indians. The commander, Captain Lovewell, and more than a quarter of the whole white force, fell at the first onset, but the fight continued for ten hours, when the savages retired. An excursion to Jackson and the Cascades, on the branch of the Ellis River, should not be omitted.

CHUCORUA.

That "rocky mass of bare granite spires and shafts," the sharpest pinnacle of the entire region, excepting Mount Adams, reaches an elevation of 8,360 feet. The scaling of its upright ledges is esteemed a test of courage and strength. It may be reached from Conway.

THE BEARCAMP RIVER HOUSE,

at West Ossipee, a favorite point of departure under its former management, will be sustained and improved by the present proprietors. A fine view of the mountain and the surrounding country is had from this point, and teams are furnished for excursionists, sportsmen and others. J. H. PLUMMER, Esq., is the present proprietor. It is a cosy and delightful loitering place.

CONWAY, N. H.

This quiet valley town, on the banks of the Saco, though forgotten and overshadowed by the places of more general resort, has great charms for those who have learned to enjoy its quiet and the beauty of the surrounding landscape.

THE CONWAY HOUSE,

L. H. EASTMAN, proprietor, one of the largest and best hotels of this region, provides for guests all substantial comforts. The livery stable is one of the best connected with country hotels. Patrons are taken to all points of interest in the mountain region, and the many drives are unsurpassed in their attractions. Anglers find this a favorite place at which to spend a few days or weeks. The *Pequaket House* is a smaller but commodious and well kept hotel.

CHAPTER IX.

AROUND GORHAM.

The Androscoggin valley and the hills that enclose it, with the noble outlook from neighboring elevations, make a visit there a pleasure to live in memory, and GORHAM is the point where the tourist naturally tarries.



THE GORHAM HOUSE

fine Hotel, J. A. CALLAHAN, proprietor, where all will find accommodation.

Mount Carter, Mount Moriah, and the lesser and central "Imp," are three prominent features in the landscape to the south; the first, 5,000 feet in height, the second, 4,700 feet, and the three forming the eastern slope of the Glen. The outline of Mount Moriah is a series of curves and flowing lines, softened by the luxuriant forests which clothe its waving slopes. Mount Carter is rugged, scarred and seamed, in the long slope which it presents to view at this point.

RANDOLPH HILL,

five miles from the village, is an elevation from which the finest imaginable view of the surrounding mountains may be had, and is a favorable point from which to study the rare combinations of the wild and rugged landscape.

THE PILOT HILLS,

to the northwest, are grand in outline, and in a deep cleft of the range the ice and snow, among the immense granite blocks in the cold shadows of the ravine, defy the extreme heat of the warmest summer. The Androscoggin Hills lie along to the eastward. The noble outline of Mount Hayes to the northeast being the most prominent peak.

DRIVES.

A stay of a few days at this point enables the tourist to enjoy the fine drives in this vicinity. The drive to the Lead Mine Bridge, four miles from the village, near the abandoned lead mine, and noted as a favorable site from which to view the valley of the Androscoggin, with its chain of green isles and background of noble mountains, and the great White Mountains, robbed by the distance of their forbidding aspects, but standing out in noble outline in the vast picture here presented. There is also the drive to Shelburne, six miles below, and the view from Bald Cap Mountain; to Berlin Falls, six miles above the village—a series of rapids, where, for nearly a mile, the Androscoggin sweeps in a long, rapid descent, much admired for its wild beauty and fascinating power.

ASCENT OF MOUNTAIN SUMMITS.

The climbing of Mount Surprise (1,200 feet elevation) by bridle-path requires no undue exertion, and the view commands an unobstructed sight of the great mountain range, and looks directly upon the wildest and most rugged scenery of the hills and the Androscoggin valley. No summit so easily reached commands so wide and charming a view as this. Mount Hayes (so named in honor of a former landlady of the Alpine House,) may also be ascended by bridlepath, affording a view in which Mount Washington stands out in all its majesty and grandeur, and the winding valley of the Androscoggin, with its clean banks, many islands and noble enclosing hills, is seen for a score of miles.

Mount Moriah may be now ascended by footpath. From this summit of 4,700 feet elevation, reached by a path through thick forests and over bare ledges of the mountain side, the outlook is upon the sea of summits in a circle broken only upon the southwest by the open country of Maine.

FROM GORHAM TO THE NOTCH.

The route to the Notch from Gorham by the Cherry Mountain road, a distance of thirty-two miles, affords a series of glorious views during the entire journey, enabling the traveler to avail himself of the extensive prospect from Randolph Hill, before mentioned, and a changing succession of panoramic pictures of the great range seen from this northern line of travel; especially is the view from the road in Jefferson one to be forever remembered, sweeping, as it does, a wide line of summits standing in a vast arc of circling majesty. At the point where the WAUMBEEK HOUSE is located, at the base of Starr King Mountain (3,800 feet elevation) the finest view is had. At this house many halt for dinner, and for the enjoyment of the view from its piazzas. A path leads up the mountain from this house, and a prolonged stay cannot fail to be a pleasant one. In the valley fronting the hotel is the peculiar mound, sometimes called the "Sleeping Giant," from a seeming resemblance to a giant human form lying upon his back. To the southwest, in clear weather, Mount Washing

ton and the attendant peaks appear to be in near proximity. The Franconia range is to the west, and the Pilot Mountains to the north. This house is distant seventeen miles from the Notch, thirteen miles from the Fabyan Place, and twenty-eight miles from the Profile. The route from this point to the Profile House is through the growing and enterprising town of Whitefield, and over the hills of Bethlehem. The road to the CRAWFORD HOUSE or the FABYAN HOUSE is along the valley towards the source of Israel's River, and the valley of the Ammonoosuc, passing through the town of Carroll and along the base of Cherry Mountain (3,219 feet elevation), beautifully wooded to the summit, with the peak of "Owl's Head" at its northern extremity.

CHAPTER X.

HISTORICAL AND DESCRIPTIVE.

In sober matter-of-fact New England, the wild region of the mountains is peculiarly bare of that historical interest and legendary lore which has given to every crag and ravine of Scotland and Switzerland a name and fame in romance and story; the names, even of the grandest peaks and gorges, excepting the few musical ones of Indian origin, lack the merest suggestion of romantic beauty.

One Darby Field appears to have been the first white man who looked from the highest summit upon the wild and rugged country below. His story, like that of most early discoverers, was garnished with accounts of shining stones and riches in prospect. Vines and Gorges, magistrates of Sir Fernando Gorges, went thither in the fall of the same year (1642), ascending the Saco in canoes; they appear to have climbed one of the highest summits and made report not remarkable for accuracy. An early chronicler has described the country to the north of the principal summit as "daunting terrible, being full of rocky hills and clothed with infinite thick woods," and as a proof of his theory that the mountains were hollow, cites the "resounding of the rain" upon the rocky summits. The Great White Mountain Notch was discovered in 1791, by two hunters—Nash and Sawyer. In 1816, a party of scientific gentlemen made extensive botanical collections, and determined altitudes. In 1820, the whole range was explored by a party from Lancaster, altitudes of the highest summits were established, and the mountains received the names by which they have since been known.

With the early settlement of this rugged and forbidding region the name of the Crawfords is inseparably connected, as opening the first ways of ascent to the mountain summits and preserving a thorough knowledge of the hills. The tragic story of the Willey family is told in preceding pages, and is, perhaps, so familiar as to need no repetition. The desolate experiences and hardships of the isolated pioneers whose names even are forgotten, who first established their rude homes in this rugged and forbidding land, die out with the grey heads of the venerable actors, but perseverance so marked and sufferings so unselfish should have been preserved by the genius of some American Scott, or live in the songs of a Whittier, through the passing years.

In climbing the highest summits, the tourist passes first through the dense woods around their bases, lessening in height and thinning to the hardier varieties as the path enters the region of dwarfed shrubs and clinging mosses, and, finally, emerges upon the bare and desolate rocks of the higher peaks bearing no mark of the action of the waves or drift, clothed only with lichens, mosses, and such plants as are peculiar to Polar regions. Many of the lesser mountains are beautifully wooded over their entire summits.

The mountains, in winter, present to the appreciative observer the rarest beauty. Until within the last few years few travelers have had the hardihood to inspect its scenery when clothed in the snowy mantle which veils the summits for so many months. For the last four winters parties have resided through the entire season upon the summit of Mount Washington, in the interest of science, and have made valuable observations regarding the strength of the winds, the temperature and phenomena of these high altitudes, and witnessed the sublime and novel scenes presented from this elevation through the inclement months.

Traces of the Indians once inhabiting the mountain region are frequently found near the rivers and the ponds—about Conway, Fryeburg and Ossipee their implements, mounds and encampments are seen, and their musical tongue is preserved in the names of Chucorua, the Pemigewasset, Ammonoosuc, Winnepesaukee, Androscoggin and other streams. They had the highest reverence for "The Mountains of the Snowy Forehead," by some

called *Waumbek Methna*, "Mountains of the White Rock." Among them, as with nearly all people, there was a legend of a *deluge*; one mighty and spotless chief and his squaw being taken by a whirlwind to the crowning summit, while all others perished. It was commonly believed among them that no intruders on these peerless summits ever returned alive, and that the mighty ruler of the Pennacooks, while coming with messages from the Great Spirit, was borne to the happy hunting grounds in a chariot of flame.

Of the family of CRAWFORDS, so identified with White Mountain history, Abel Crawford was the pioneer, making a home on the "Giant's Grave," now levelled in the grounds of the Fabyan House. The name is preserved in the naming of many localities, and a majestic mountain peak, while the descendants are a hardy and noble race. One of the ladies who courageously climbed to the summit of Mount Washington during the past winter was a descendant of this family.

Bare of historic interest and legendary charm, and wanting in geological features of great peculiarity, these imperial hills by the simple majesty of their outlines and the bold combination of their masses, attract, each year, an army of tourists, surpassed only by the charms of Niagara.

CHAPTER XI.

NORTHWARD TO THE CANADAS. MONTREAL.

Leaving Northumberland, by either day or night trains (parlor cars), over the Grand Trunk Railway, North Stratford station is the point of departure for Colebrook and Dixville Notch (regular stage lines connecting), and ISLAND POND is the point where through express trains stop for refreshments.



THE ISLAND POND HOUSE

is connected with the depot by covered way and is well and favorably known as a dining station or place for longer stay; **BARTLETT & STONE** are the proprietors.

SHERBROOKE, the station where the Passumpsic route unites with the Grand Trunk, is a thriving and important Canadian town, having manufacturing interests of importance.



THE SHERBROOKE HOUSE,

W. CHAMBERLAIN, proprietor, is an old and well-known first-class hotel, thoroughly refurnished and refitted, where you can be well cared for; and at the **CONTINENTAL**, a new commodious and well managed hotel, **P. A. CAMIRAND, Esq.**, proprietor, guests will be faithfully cared for. From Sherbrooke the route is northward to

RICHMOND,

(Junction with the Quebec Division) thence westward through Durham, Acton, Upton, Britannia Mills, St. Hyacinthe, Soirante, Belcell and St. Lambert, through the Victoria Bridge, to the great northern city of

MONTREAL.

Reaching this Canadian metropolis, by either of the ways of approach described under the heads of routes, your first question will, no doubt, be for a place at which to tarry during your stay

At the

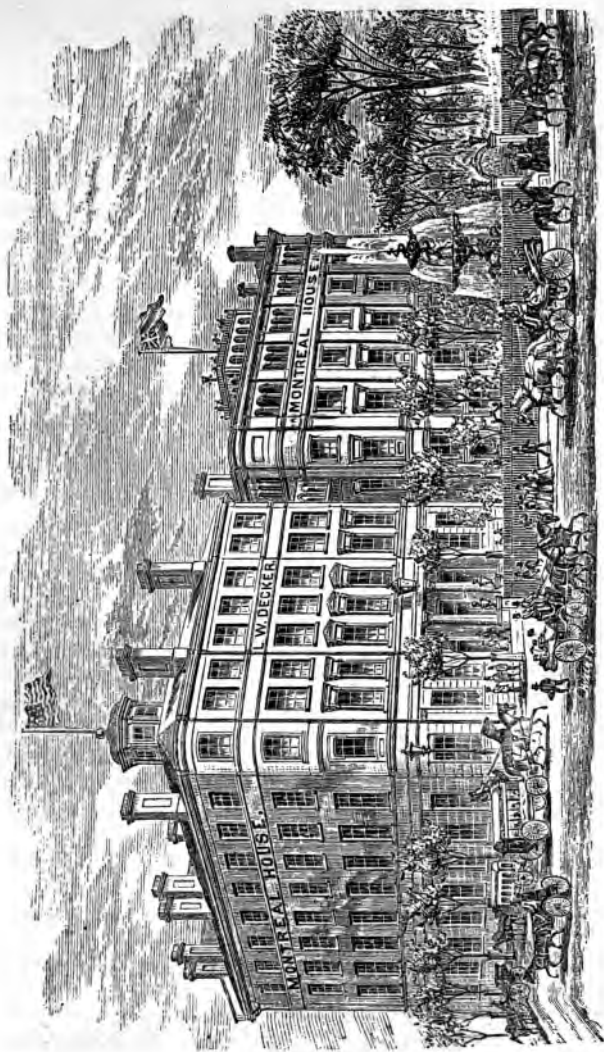
MONTEAL HOUSE,

Custom House Square, DECKER & Co., proprietors, recently remodeled and refitted throughout, you will find all the requisites for making your stay both comfortable and pleasant. Located in full view of the great Victoria Bridge, near the landing of the foreign steamers and river boats, and convenient to all points of interest. Decker & Co., the proprietors, have had long experience in the keeping of first-class houses, and patrons will not be disappointed. Carriages furnished at the hotel for drives to all parts of the city and the surroundings. The rooms are not surpassed by any hotel in the city, and no requisite of a first-class hotel will be found wanting. The large, airy rooms, healthful breeze from the river, supplemented by faithful attendance, and reasonable charges, will recommend the house to your renewed patronage should you once make it your home. Space forbids mention of many other first-class houses of entertainment.

This commercial and financial metropolis of the Canadas is also the most populous of Canadian cities — some 140,000 souls. It is situated at the head of river navigation proper, five hundred and forty miles from the Gulf of St. Lawrence, on the Island of Montreal, which lies between the broad St. Lawrence and the rapid Ottawa — the two great rivers of the North. The island extends some thirty-two miles in length and ten in width, and is considered the garden of the Provinces. The surface is generally level, excepting the eminence of Mount Royal in the background, rising 550 feet above river level, and from which the city takes its name, *Montreal* being a shortening or modification of *Mount Royal*.

The settlement of the town was determined upon by the first explorer, Jaques Cartier, in 1535, the site being that of the old Indian village of "Hochelaga," but the permanent founding of the city did not take place till 1642, and in one hundred years of growth it gathered a population of only four thousand souls; since then the growth has been rapid.

It was under French rule till 1760, when it passed into the hands of the English. In 1775 Ethan Allen made his mad attack



upon the city with a handful of men, and was defeated and captured; but shortly after, in the same year, Montgomery entered the city in triumph. The water communication with the city is said to be the most extensive of any city in the world so far inland.

Here, as at Quebec, are the lower and the upper town, though not so plainly separated by unmistakable natural elevations as in the more northern capital. The lower town is somewhat cramped and gloomy in the laying out of the narrow streets and styles of the buildings in the old French order, while the upper town has wide streets and squares, with large, imposing structures, built mostly of the greyish limestone of the region.

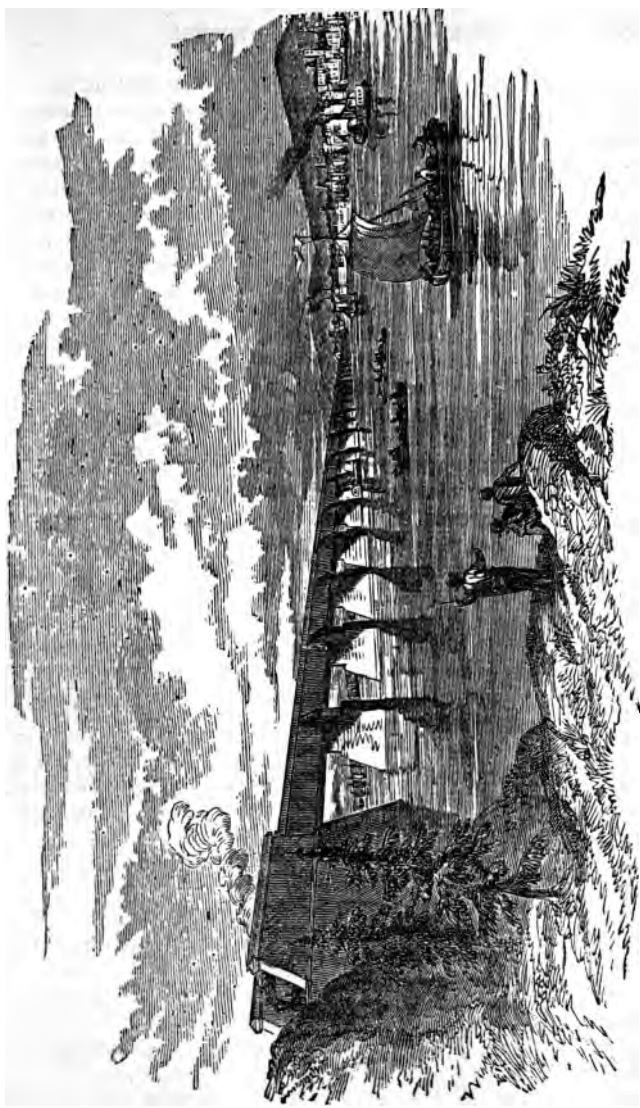
The broad quays of solid limestone are unsurpassed by any on the continent, and, to accommodate the growing commerce of this thriving inland port, the docks and basins are continually being improved and enlarged. Vessels from all parts of the world lie at its wharves; ocean steamers of three thousand tons, and sailing vessels of twelve hundred tons can reach the city and be accommodated in the harbor. A wide terrace, faced with grey limestone, crowned on the parapet by a durable iron railing, divides the city from the river.

VIEW OF THE CITY.

Approached by the river, by steamer from Lachine, the sight presented to the stranger is one of rare interest and beauty; the glittering spires and great domes and towers combine in royal proportions; the enduring structures of cut stone stretch in a long line upon the river front. Mount Royal is in the background, and you pass beneath that great triumph of modern enterprise and engineering,

THE VICTORIA BRIDGE,

which serves the important purpose of giving uninterrupted rail communication between the Eastern States and Canadas and the Great West. It is used only for railway transit and gives to the Grand Trunk Railway full control of railway approaches *from the East*. This great work, sometimes classed as the eighth



VICTORIA RUNNER

artificial wonder of the world, was completed in 1860, under the superintendence of Robert Stephenson and his associates, and is one and a quarter miles in length, or two miles including the extensions. It is supported on twenty-four piers, the central span being three hundred and thirty feet, the remaining ones two hundred and forty-two feet, with massive abutments; the bridge tube is of iron, twenty-two feet high by sixteen wide, slightly lessening at the ends. It was erected at a cost of \$6,300,000. The height of the centre span above ordinary river level is sixty feet. Three million cubic feet of masonry and ten thousand tons of iron enter into the construction of the gigantic work. There is an opening in the centre affording a magnificent river view. No railroad train is allowed to enter this bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage is somewhat cheerless, occupying some six minutes, though seeming much longer to the passenger. By obtaining a permit, at the office of the Grand Trunk Railway, tourists can inspect a portion of the interior of the bridge. The river beneath the bridge has a swift current and the piers are calculated to withstand immense pressure from descending masses of ice.

PLACES OF INTEREST.

Of massive buildings, combining show of strength and permanence with architectural beauty, there is no lack in Montreal. On Great St. James street, the Post-office is a beautiful building of cut stone; adjoining, and of more elaborate architecture, is the Bank of British North America. On the same street is the building constructed of sandstone, and perhaps the finest in the city, known as Molson's Bank, and the fine building in the Italian style, with an elaborately decorated lecture room, known as the Mechanic's Institute.

On Notre Dame street, built in the Grecian, Ionic style, is the New Court House, of elegant proportions and material. The Old Government House is on the same street.

The Nelson Monument, at the head of Jaques Cartier Square, is a column of grey limestone crowned with the figure of the *hero of Trafalgar*.

The Champ de Mars is the parade ground for the garrison regiments and volunteer soldiery. Three thousand troops may be reviewed upon it, and it is a favorite promenade for citizens. Here the fine bands of the regiments often discourse sweet music during the summer evenings. Facing this square is the Geological Museum with its extensive collection of specimens.

Viger Square, near the Champ de Mars, is beautifully laid out as a garden, with conservatory, fountains, etc.

On St. Catherine Street is the English Cathedral, the most perfect specimen of Gothic architecture in America, surrounded by a cluster of lofty spires.

Bonsecours Market is a magnificent edifice, the dome of which attracts attention as you land from the boat. The upper stories contain the city offices, a magnificent hall or concert room which will seat 4,000 persons, and the rooms of the City Council most elegantly ornamented and arranged. The location is at the corner of Water and St. Paul Streets.

The McGill College, so called from Hon. James McGill, who liberally endowed the institution, has extensive buildings and museum.

St. Patrick's Hall was a fine building on Victoria Square, but was destroyed by fire in 1872. The dry goods and hardware trade centres are on St. Paul Street, which presents a fine line of warehouses. But the great centre of interest for strangers is the French

CATHEDRAL OF NOTRE DAME,

reputed to be the largest church edifice in North America, holding within its walls 10,000. The building is two hundred and sixty feet long by one hundred and forty feet broad, and the two massive towers, flanking the front upon the square, rise two hundred and twenty feet. There is a famous peal of bells in the left tower, one of which is the famous "Gros Bourdon," weighing fifteen tons, and having a deep bass intonation. The prospect from the right tower, which can be ascended by payment of a slight fee, is wonderfully wide, looking out upon the broad waters, the islands and shipping of the St. Lawrence, the rapids of Lachine, the distant Vermont hills and the suburban

villages. The Seminary of St. Sulpice adjoins the Cathedral and is surrounded by spacious gardens and court yards. In near vicinity, around this fine square, are the noble buildings of the important Banking and Insurance Companies of the Dominion.

DRIVES.

The Canadian carriage is kept with scrupulous neatness, the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey you, and the prices, unlike American coaching fares, do not spoil the fairest prospects by threatening total ruin to your finances. A vehicle drawn by two horses may be had at a charge of one dollar for first hour, and seventy-five cents for additional hours; for carriage, with one horse for one or two persons, fifty cents first hour, and forty cents for additional hours is about the usual charge; and, for trips to the suburbs, charges vary with the number of the party and distance. Carriages will be found at the railway station, and the tourist can proceed immediately on his ride through the city if pressed for time.

The drive of nine miles around the mountain, visiting the Mount Royal Cemetery, two miles from the city, on the northern slope of Mount Royal, approached by a broad avenue, and of itself well worth a visit, is a trip which should by no means be omitted, affording as it does commanding and attractive views of the Canadian metropolis and the great river of the North, which no lover of the beautiful and the grand in landscape should fail to enjoy.

The views obtained from the Water Works Reservoir, a mile from the city, cut in the solid rock, are extensive and interesting. A drive down the river bank to Lougue Point is in great favor with the people of the city, and will prove of interest to visitors.

The drive which, perhaps, will prove of greatest interest, is that of nine miles to the village of Lachine. The Lachine road leads along the banks of the St. Lawrence, and during this drive, by selecting the proper time, the descent of the steamer through the Rapids may be witnessed. The Rapids below Lachine have a fall of forty-four and a half feet, and the descent of these by

steamer is one of the sensations of your visit. Every morning (in summer) a train leaves the railroad station on Bonaventure street, at 7 o'clock A.M., for Lachine, connecting with the small steamer at the railroad wharf, for the trip down the Rapids. Caughnawaga, the Indian village opposite, is the point from which Baptiste, the renowned Indian pilot, comes out in his bark canoe to pilot the boats of the Canadian Navigation Company through the Rapids. These Rapids offer the greatest obstacle to navigation of any on the river, and that immense work, the Lachine Canal, eight and one-half miles in length, was constructed to avoid this obstruction. Improvements about to be made will enable all descending steam craft to keep the river, leaving the canals exclusively to sailing vessels and ascending boats.

The morning trip to Lachine, with the return by steamer through the Rapids, and beneath the largest and most noted bridge in the world, giving the favorite view of the city, and landing you again at the wharf by 9 o'clock A.M., will prove a wonderful appetizer and a lasting pleasure.

MONTREAL TO QUEBEC, BY RAIL.

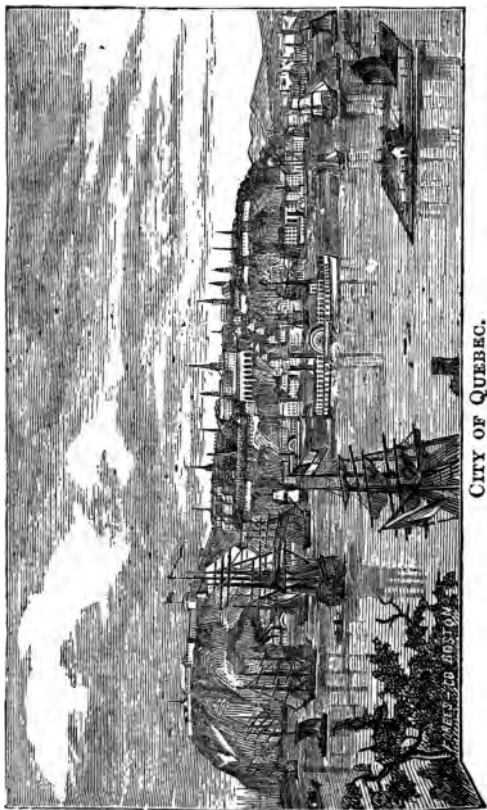
Those who prefer the rail route to a night trip by boat can leave the station, Bonaventure street, pass through the "Victoria Bridge," before described, through St. Lambert's, Belœil, St. Hilaire, St. Hyacinthe with its extensive nunneries and church buildings, Britannia Mills, Upton, and New Durham, to Richmond Junction, seventy-six miles from Montreal, where cars are taken over the Quebec division, ninety-five miles, to Quebec. Along this line the scenery will be somewhat bare of interest to a majority of travelers, and, in a sleeping car, the traveler may perhaps with great propriety take his ease and gather strength for his tour of Quebec. The stations are Danville, Warwick, Arthabaska, (branch from this point to Three Rivers,) Stanfold, Somerset, Becancour, Lyster, Methot's Mills, Black River, Craig's Road, Chaudière Junction, and Point Levi, (the Quebec station). The country passed through on this line has a sameness of aspect, and the stations are not points of particular importance other than as

freight and trade centres for the adjacent country. A railway along the north shore of the St. Lawrence is projected to unite the two great Canadian cities, but its early construction is not assured. You cross from Point Levi by ferry, encircled with points or objects of interest on either bank, on the island below and upon the surface of the broad harbor, and are landed beneath the frowning walls of the grand old city of the North, fully described in the following chapter.

CHAPTER XII.

QUEBEC.

THE WALLED CITY OF THE NORTH.



CITY OF QUEBEC.

On your arrival in Quebec, your inquiry for a first-class hotel will be answered by your being directed to that long known and popular house, the



ST. LOUIS HOTEL,

on St. Louis street, WILLIS RUSSELL, Esq., proprietor. This is a long established and favorite house, complete in all its arrangements, efficient and liberal in its management, affording to its guests all wished for accommodations. The location is central, near the delightful and fashionable promenades and terraces of this grand old city. The management is the best, and substantial plenty and commendable neatness in every department are characteristics of the house. The accommodations are for five hundred guests, and, with the recent enlargements and improvements, the most exacting cannot fail of satisfaction. Carriages at reasonable rates for the tour of the city and surroundings may be had at the hotel, and valuable information regarding the attractions within and around the city.

THE RUSSELL HOUSE,

corner of Ann and Garden streets, is kept as an auxiliary of the St. Louis, and offers especial accommodations to commercial travelers, business men, and all others who may temporarily or permanently locate here.

Quebec was the capital of French dominion in America—the western Gibraltar and key to the great St. Lawrence valley. When approached by rail the city is seen in the first promise of its unique beauty from Point Levi. From the ferry passage, or by the river approach from above or below, the view is no less beautiful and novel. The *upper* and *lower* towns are here no imaginary divisions, but separate and distinct, the former crowning the lofty promontory of Cape Diamond, with its line of massive fortifications, and containing the fine residences and public buildings, is the quarter of fashion; the latter extends along the narrow strip of land beneath the cliffs and under the overhanging walls to the suburb of St. Roche. St. Peter street is the principal street of this section, and along its line and branches and upon the wharves, the banks, insurance companies, offices of merchants and the smaller hotels are located. The city is one of the largest lumber ports on the continent, the great rafts of timber lying by acres along the river banks and in the coves. The city is supplied with water from Lake St. Charles, nine miles distant, above the falls of Lorette.

GENERAL VIEW OF THE CITY.

No city on the continent so impresses the tourist, by the startling peculiarities of the site and the novelty of its general aspect, as this “ancient capital,” or stamps its impress so indelibly in eye and memory. It was founded by Samuel de Champlain, the French geographer, in 1608, on the site of the Indian village of “Stadicona,” at the confluence of the St. Lawrence and St. Charles rivers, three hundred and sixty miles from the mouth of the St. Lawrence, and one hundred and eighty miles below Montreal. It is said, with show of truth, that the line of many of the streets follows the old footpaths of the Indian village.

The view from the ramparts and terraces of the upper town looks down upon a curious scene of activity upon the wide wooden quays and winding, narrow streets of the lower town, crowded with vehicles and the busy populace, dwarfed to lilliputian proportions as viewed from the height, while you look into blackened throats of the chimneys and upon the moss-grown roofs of the time-browned buildings.

A massive wall of hewn stone, of nearly three miles in length, and of varying, but everywhere forbidding height and thickness, with projecting bastions and frowning cannon, communicating with the outward world by five massive gates, encloses the better portion of the upper town. Prescott gate, by which you enter the walls from the landing, has been or is to be demolished, on account of impeding travel. This gate, and Palace and Hope gates, communicate with the lower town; St. Louis gate with the suburbs in the direction of the plains of Abraham; St. John's gate with the suburbs of St. Roche and Beauport, and is the gate through which you pass in the drive to Montmorenci. The principal street of the lower town is St. Peter street. In the upper town St. Louis street and St. John street communicate with the gates of same name, and are the main avenues of union with the suburbs. The St. Foy and St. Louis roads are the principal outside ways of travel, and are lined with the residences of the gentry. Driving out through St. John's gate over the St. Foy road, and returning by the St. Louis road, you pass a network of country seats, each enclosing grounds of wide extent; noble old manor houses, surrounded with luxuriant forest trees; elegant mansions and spacious cottages, shaded avenues, wide views, and numerous points made historical by the remarkable and tragic events which have enwrapped with historic interest nearly every rood of soil in and about this wonderful city, where the rival nations of the earth contended for western supremacy, and the pioneers of civilization and heroes in warfare won deathless names for courage and daring. Mount Hermon Cemetery, beautifully laid out, enclosing thirty-two acres, is three miles out on the St. Louis road.

The form of the city is that of a triangle, the base towards the Plains of Abraham, and the St. Lawrence and St. Charles upon either side. In and about it all seems distinctively quaint, curious and old, giving the impression that you have in some way been set back a century in the path of progress, and are looking upon scenes of long ago. The harbor is the noblest on inland waters. A fleet of the largest vessels ever constructed can manœuvre in its waters, and craft of every description, from *the ocean steamship* and monster merchantman to the shell-like *canoe and tiny sail boat*, are found upon its waters.

THE CITADEL

will, perhaps, prove the point of greatest interest to many, from the historic associations connected therewith, and from the fact that, judged by the older systems of gunnery and defence, it was considered an impregnable fortress. It covers some forty acres of enclosed area, and is some three hundred and forty feet above the river level. A few years ago a loosened rock fell from this frowning wall into the street below, causing the loss of five lives and the destruction of dwellings. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. Within are the slightly rising parade ground, the bomb-proof quarters, storehouses and hospital buildings, the numerous magazines, implements, stores, guns of every calibre, supplies and ammunition, and the various combinations and material for defence, which your military attendant can best describe, and the inspection of which can but prove of lasting interest to all visitors. On the forbidding river walls, and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river; ditches, breastworks and frowning batteries command the approaches by land from the famed "Plains of Abraham." The precipitous bluffs, rising almost perpendicularly from the river, three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war will be viewed with eager interest.

The wide outlook from the river wall of the citadel will also enchain the attention of the visitor who is fortunate enough to look, in the soft light of the declining sun, upon the bold promontories, smiling fields, picturesque villages, glittering roofs and spires, wide, tranquil waters and distant plains and forests which combine in the wide and charming landscape.

Across the river the view is directly upon the settlement of Point Levi, where, in 1775, the little army of Arnold rendezvoused, after that memorable march through the wilderness, and, made the mad attempt to dislodge the English forces within the

the city. Modern fortifications of great strength are being erected at this point. The identical spot where the brave Montgomery fell, in a winding sheet of snow in the cold December storm, is pointed out to you from the citadel walls, and, in your ride about the city, the low-roofed building to which his remains were conveyed will be pointed out, as also the street where Arnold's forces were defeated and captured. Looking down the river the Island of Orleans, nineteen miles long and five and a half miles wide, swells in flowing curves from the river—a fruitful, populous and beautiful land.

To the west you look upon the Plains of Abraham and the brink of the precipitous bluffs scaled by the dauntless Wolfe and his brave soldiery in that memorable surprise and victory in 1759, immediately following the humiliating defeat at Montmorenci. Upon the spot where the brave commander fell, a granite shaft briefly tells the story of his victory and death, at the early age of thirty-three years.

DRIVES.

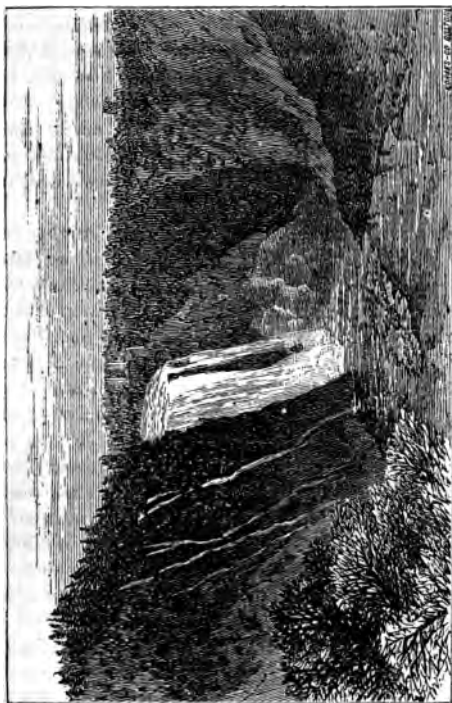
There would seem to be no end to the points of interest to which the tourist may be taken in and around this ancient city, but one of the principal, and often the first, is the eight mile drive through St. John's gate, over an excellent, paved road, supported by tolls, through the suburb of St. Roche and Beauport, to the falls at the mouth of the small but rapid Montmorenci River, known as the Falls of Montmorenci.

As you cross the St. Charles River, in leaving the city, the vessels in process of construction attract attention. In the building of substantial and durable vessels Quebec has gained enviable fame.

The scene along this drive is entirely French, the women perform the labor in the gardens and are seen going to and returning from market, in the odd market wagons drawn by Canadian ponies. The conversation of the native is in French.

A few miles out you will be shown the unique and ancient cottage, where Montcalm had his headquarters at the time of the celebrated battle with Wolfe, and near which was fought the *first and unsuccessful* battle for the possession of the key to the

Canadas. It is allowed to remain in its ancient condition, and is eagerly viewed by the thousands who pass it during the season of summer travel.



FALLS OF MONTMORENCY.

On either side of the road from this point, in close proximity to the street, are the quaint little Canadian cottages set at every imaginable angle with the road, white as the snow, in their summer coating of whitewash, with steep roofs, odd stone chimneys, and out-door ovens, all with a look of neatness and thrift. We do not remember seeing even an approach to the *squalid or filthy* in the whole line of humble cottages. React

ing the little Montmorenci River you look about you on historic ground, for here was fought the unsuccessful and nearly disastrous battle of Montmorenci, which immediately preceded Wolfe's final victory on the Plains of Abraham.

Registering your name at a little hotel, the landlady of which is entirely competent to the management of the establishment, and paying the small fee exacted as owners or lessees of the land through which you pass, you follow a path through the fields, around a cove of the St. Lawrence, and look across the intervening gulf upon the beautiful fall of the Montmorenci, two hundred and forty feet descent, into the St. Lawrence, over the almost perpendicular wall of the bluff.

If you have come expecting to look upon a mighty cataract, falling with deafening roar and mighty force along trembling descents, you will be disappointed; but if a delicate ribbon of snowy whiteness, rolling over the bluff and melting into the waters below, appearing as white, pure and gossamer-like as the folds of a bridal veil, has charms for you, then this delicate leap of the feathery foam over the worn rocks of the almost perpendicular bluff will live in your memory a rare scene of picturesque and dreamy beauty. The width of the main stream is about fifty feet, widening at high water to sixty or seventy feet. On either side of the main descent small streams creep down the seams of the rocky wall in serpentine lines of white or silvery brightness. Another view is to approach directly to the brink of the fall, descend a flight of steps built down the steep wall of rock, and stand where the spray and foam rush past you into the white mass below.

On either side of the fall stand the towers of the Suspension Bridge, erected several years ago, and which, from some imperfection, gave way, precipitating a laborer and his family, who were crossing in a rude cart at the time, into the seething mass below. The bridge was never rebuilt, and the towers stand solitary upon the banks.

The falls are a favorite place of resort in winter for the Canadians, the spray freezing in a huge icy cone, down which a daring coasting feat is performed, known in local phrase as "tobogging." The "Natural Steps," three quarters of a mile above the falls,

extend for half a mile along the limestone banks of the river, and have the regularity of the work of human skill.

Returning to the city by the same, or a different route, you will be interested by the view presented from the different points. The tin roofs of the larger buildings and spires of the churches here, as at Montréal, St. Hyacinthe and the larger villages, preserve all their dazzling brilliancy, and, as the sun falls upon the domes, spires and roofs of the city, it needs no poetical imagination to remind you of the brilliant pictures of oriental cities. How this lasting brightness is retained, whether by the peculiarity of climate or non-corrosive quality of the metal, we have not seen explained. Once more within the city,

DURHAM TERRACE,

widely famed as affording a view, considered by many as second to none in the world, obtained from within settled town limits, will detain you for a time as you overlook the broad landscape spread below and described in the outlook from the citadel walls.

THE GOVERNOR'S GARDEN,

or garden of the fortress, is a point of interest chiefly for the monument (sixty-five feet in height), erected to the memory of those two brave commanders, Wolfe and Montcalm, who, though in life brought in deadly enmity, are united in the memories and honors of the future.

The Grand Battery, the Esplanade, the English Cathedral, the Ursuline Convent, founded early in the seventeenth century, with its fine paintings, the University of Quebec, the Jail and Quebec Music Hall, with the Custom House and Exchange in the lower town, and the ship yards, river docks and manufactories on the St. Charles river, will repay a visit if your stay admits.

LAVAL UNIVERSITY

was established under Catholic auspices, but is open to students of all creeds and nations, and a visit thereto is of great interest

to people of culture. In the provision of apparatus and diagrams, and in securing the highest talent in its instructors in the wide range of sciences which the student may study with best assistance, and in facilities afforded to acquire superior instruction in the learned professions, this institution is probably second to none in the States or Canadas. The laboratories, lecture-rooms, cabinets and library are superior in accommodation and unusual in extent. In the Seminary Chapel, attached to this University, are the celebrated paintings by Champagne and others, and in the French Cathedral are fine productions of Vandyke and others, and the interior of this old church is of rare beauty.

THE PLAINS OF ABRAHAM.

will receive an early visit, invested as they are with historic interest and tragic legends, which lapse of time seems only to heighten and intensify—the scene of the most daring military manœuvres and signal victory of the time. On the spot where Wolfe fell, on this noted plain, is seen the modest monument to his memory, and the distance to the path by which the famed ascent of his army was made is not great. It is somewhat shorn of its rugged character by the leveling effects of time and the elements, but is still precipitous and forbidding.

ISLE OF ORLEANS.

Do not omit, during your stay, to cross, by the ferry boat, to this fair island, and take the drive around it, which offers that continuous and varying circuit of outlying scenery which you can ill afford to miss, including views of the Falls of Montmorenci, the Laurentian Mountains, Cap-Tourment (1,100 feet in height), the villages upon either side in picturesque surroundings, and the beauty of the fair isle itself, with the broad encircling river and the craft upon its bosom, and the grand old city of the north in the distance—all memorable points in the history of the olden times.

CHAUDIERE FALLS,

visited via Point Levi, on the river of the same name, nine miles below Quebec, have a descent of one hundred and thirty feet, the river being four hundred feet wide at this point.

FISHING.

Those making Quebec their headquarters for excursions for sporting, can easily reach, by steamer down the river, in the branches of the St. Lawrence, or in the Lakes at no great distance from the city, unequalled opportunity for the exercise of their skill, with sure promise of reward.

CHAPTER XIII.

SCENERY AND LOCALITIES IN NORTHERN VERMONT.

From **WELLS RIVER**, where the Boston, Concord, Montreal & White Mountains Railroad, Connecticut River Railroad from below, the Passumpsic River Railroad northward, and the Wells River & Montpelier Railroad westward, all form a junction, the tourist may, by taking the train over the Passumpsic River Railroad, pass northward to interesting and picturesque localities in northern Vermont. The route is up the valley of the Connecticut River, which leaves at Barnet; thence following the valley of the winding and rapid Passumpsic, which, with the adjacent country, all who have an eye for the picturesque and pastoral, in a succession of flying landscapes, will view with continual pleasure. Pullman palace sleeping cars are run, and one can sup in Boston, take a berth in a sleeping car, and rise to a breakfast of lake trout at Newport in the morning.

ST. JOHNSBURY,

twenty miles from Wells River, is one of the finest of Vermont towns, noted for its thrift, enterprise, romantic situation, and importance as a manufacturing centre. At this point the Portland & Ogdensburg Railroad intersects the Passumpsic line. The Vermont division of this new line is already running westward and eastward, and passengers may leave St. Johnsbury for Mount Mansfield by this new route, going by rail to Morrisville and *Hydepark*.

A stay of a day at St. Johnsbury will be a day well spent, and the Scale Works of the Messrs. Fairbanks are the feature of the town. The extensive manufacture of every class of scales, from the immense dock and railroad scale to the tiny balance of the banker, all equally nice in adjustment, and correct in plan of construction, is here carried on by skilled workmen, directed by indomitable energy, and true business tact and honor. It would seem strange that the iron of Missouri and Pennsylvania should be sent to this point, far up among the hills, to be fashioned for use by Yankee workmen, and returned to weigh the virgin ore; but such is the case, and it is one of the curious facts in manufacture and exchange. This is the shire town of Caledonia county, it is the important centre of northwestern Vermont, has fine county and school buildings, beautiful natural surroundings, and an industrious and fast increasing population. The prospective increase of railroad facilities by the assured completion of the railway to Portland, through the heart of the White Mountains, cannot fail to add to its prosperity and importance. The

ST. JOHNSBURY HOUSE,

recently refitted and renovated, kept by J. B. WALKER, Esq., is a good first class hotel. Few places, of its population, in the country, have so many of the desirable institutions and luxuries usually supposed to be found only in the large and wealthy cities; for this reason, as well as its healthy location and pleasant surroundings, with the acknowledged public spirit of its manufacturers and people, the village is desirable for residence for people of leisure as well as a favorable point for business.

Continuing northward from St. Johnsbury, just before reaching Lyndon, you will notice one of those charming waterfalls which so often break the flow of the rapid Passumpsic River. At Lyndonville are the repair and construction shops of this important railway line, and a growing country town, West Burke, thirty-seven miles from Wells River, is the station from which passengers leave, by stage line, for Lake Willoughby. Burke Mountain, a bold elevation of 2,000 feet, will be observed to the right as you approach this station, and a good view of the eastern wall of Lake Willoughby is had as you near this point.

WILLOUGHBY LAKE.

The hotel at this lake is six miles distant from the West Burke Station; conveyance may be had at the hotel at this point for the lake, and no doubt a regular stage line will be run in the season of pleasure travel. This wonderful sheet of water lies between two lofty mountain walls, evidently once united, but torn asunder by some terrible convulsion of nature in remote ages. The surface of the lake is nearly 1,200 feet above sea level, and the mountain walls tower on either side to the height of nearly 2,000 feet above the lake. Under these frowning walls on the narrow bank threads the roadway.

Mount Willoughby or Annanance, the eastern wall, is nearly 2,000 feet in height, and Mount Hor, on the western side, is of somewhat less elevation. From the summit of these heights you may look to the southeast upon the White and Francenia Mountains, westward to the bold peaks and ranges of the Green Mountains, northward into the Canadas, and southward along the wide valley between the great mountain ranges.


At one point from this height you can look down, a sheer descent of 2,500 feet, upon the pure, transparent waters of the lake below, visible in its every outline and feature.

THE WILLOUGHBY LAKE HOUSE

is a commodious hotel, accommodating a hundred guests, finely situated, overlooking the lake to the northward.

We will now continue by rail from West Burke northward.

Irasburg, a favorite resort for those loving the quiet of the pretty village, near the Lowell Mountains, is reached by staging from Barton's Landing, three and one-half miles, and, continuing on, at sixty-five miles north of Wells River the pretty village of Newport comes into view, the inviting exterior of the Memphremagog House, close by the railroad station, gladdens the eyes of tired travelers, and the calm waters of Lake Memphremagog, with the fine steamer at the landing, give promise of enjoyment and comfort in prospect.



NEWPORT

is the station from which the attractions of the lake are reached, and is a cheery, pleasant village in the midst of grand and varied scenery, where the summer heats are tempered by the cool breeze from the placid lake. Its older inhabitants may perhaps "a tale unfold" of smuggling in the olden time, but, since the village has become important as a railway and business centre the old order of things has passed away and "ways that are vain" no longer engage the attention of the busy populace.

From the slight eminence, to the south of the village, known as Prospect Hill, you may overlook the country for miles in every direction. In the early morning or at close of day the view of the lake with its irregular outline, many islands and the changing hues imparted by the rising or setting sun, is peculiarly fine from this elevation. Jay's Peak, Willoughby Mountain and the high summits of Mount Orford, Mount Elephantis and Owl's Head are all seen to advantage.



THE BELLEVUE HOUSE,

located near the Depot, is a new, commodious and well kept hotel, H. BEAN, proprietor.

THE MEMPHREMAGOG HOUSE

is a fine, spacious and well kept hotel, within a stone's throw of the railway station and the steamboat landing, on the shores of the lake. It is of five stories, will accommodate four hundred guests, and the outlook from its extensive balconies towards the lake, upon the peak of Owl's Head, which looms into view, and the surrounding scenery, is attractive to the visitor from the dust, heat and noise of the crowded city, and a promenade in the quiet evening hour along its ample verandas is one of the delights of summer travel. W. F. BOWMAN, Esq., is a gentlemanly and experienced landlord. Sall and row-boats are furnished by the landlord at any time to suit the wants and tastes of excursionists or sportsmen, and for the fine drives hereabouts good teams may be had. The drive to the summit of Jay's Peak, in the towns of Westfield and Jay, thirteen miles distant, is one which all should take. A list of drives, with distances, is conspicuously placed in the hotel. The village of Stanstead, just over the Canada line, is often visited, and Clyde and Coventry Falls are within easy driving distance. Despite all other attractions your greatest interest will centre in the

BOAT TRIP DOWN THE LAKE.

Lake Memphremagog, two-thirds of which lies in Canadian Dominions, is the charming rival of Lake George, which it resembles in conformation. Its length is thirty miles, the breadth about two miles, widening in some portions to six miles. The bold, rock-bound shores, numerous wooded islands, the shadowing peaks of lofty mountains, rising, in some cases to 3,000 feet in height, with slopes of luxurious forest and greenest verdure, serve but to heighten the charm of this "Beautiful Water," supplied from the pure, cold streams of the surrounding mountains.

The new, staunch, iron steamer, "Lady of the Lake," one hundred and seventy feet in length, and a model of neatness and convenience leaves the landing near the hotel and railway depot each morning at about eight o'clock, also after dinner for the second trip, the run being made in three hours each way. Her commander, Captain Fogg, has for a lifetime known every point

upon these waters, and can give valuable information or amuse you with stories and legends innumerable, pertaining to the old time history of this wild and secluded region. The zigzag course of the steamer gives you a trip of nearly fifty miles sailing from Newport to the village at the northern outlet—Magog—a Canadian hamlet with a background of forest extending to Mount Orford.

Space will forbid the attempt even to notice all the places and objects of interest around this lovely sheet of water, lying in its narrow, deep and shadowed basin.

It will be observed that the eastern shores are fertile and sparsely populated with a farming community; the western shore is more bold and abrupt, rising, in many places, in frowning bluffs of several hundred feet elevation. The small Canadian village of Cedarville, in Stanstead, is on the eastern side, so named from the surrounding cedar groves, and beyond is Fitch's Bay, with the island at its entrance. You now approach the bold peak of

OWL'S HEAD,

a name applied to many summits in the mountains, with what show of propriety you must judge. This is a regular cone-like summit. Leaving

ROUND ISLAND,

a cedar-crowned swell of rock-bound land, rising from the lake, about a half mile from the base of Owl's Head, which you are now approaching, the boat lands you in a few minutes at the wharf of that land-locked and mountain-shadowed hotel, the MOUNTAIN HOUSE. The view of the lake from this hotel is splendid, and the facilities for fishing and sporting attract that class of tourists in large numbers. The ascent of OWL'S HEAD is made from that hotel. There are curious and prominent way marks on the ascent, and the prospect is grand and extensive, extending, with favorable weather, to Montreal and the great St. Lawrence River, over the whole extent of the lake and the cluster of lakes, ponds and system of rivers, with the ranges, peaks and villages around the wide sweep of view.

Eastward from the Mountain House, near the eastern shore, is Skinner's Island, and on its northeastern shore is SKINNER'S CAVE, a narrow den in the rock, some thirty feet deep. The legend of Uriah Skinner, the bold "Smuggler of Magog," is too long for our pages, but 'tis said he took refuge from pursuit in this cave and there perished, hence the name of "Skinner's Cave," and *grave*.

Steaming northward from this point the great mountains rear their huge masses into view. Owl's Head, Sugar Loaf, or Mount Elephantis, the Hog's Back, and, away in the distance, Jay's Peak. Meanwhile, Long Island, with its bold shores, has been passed, and on its southern line is the famous

BALANCE ROCK,

a huge granite mass, balanced upon a point close to the water's edge, an object of interest to the learned and the curious. The eastern shores are now abrupt, and residences of wealthy Canadians crown the heights. Molson, the Montreal banker, has here his summer residence, and is the proprietor of an island near the eastern shore.

Georgeville is a place of some importance, where stop is made for the mails, and you steam across to the western shore to Knowlton's Landing. Stages run from this point to Waterloo, on the Stanstead and Chambly Railroad, where cars may be taken for Montreal and intermediate points. Steaming on from this landing, and rounding the bold, rocky promontory of Gibraltar Point, you have a wide view, with

MOUNT ORFORD

In the distance—the highest summit of Lower Canada, 3,300 feet elevation, distant five miles from the village of Magog, and may be ascended by carriage roadway to the summit.

MAGOG,

or Outlet Village, is the terminal point of the trip—a true *Indian* settlement. The *Parks House* affords you entertainment. *But* good dinners may be obtained on the boat. Passen-

gers can here take the stage line to Sherbrooke, on the Grand Trunk Railway, (a ride of sixteen miles around Mount Orford) or to Waterloo, (twenty-one miles,) on the Shefford & Chambly Railroad.

But most of those who came with us will make the return trip to Newport, viewing the fine scenery along the shores in reverse order, and continue their journey to Montreal by

THE SOUTH-EASTERN RAILWAY,

a new line from Newport, shortening the distance and saving time to the tourist, and affording to through passengers from the Connecticut valley, especially from its northern portion, and from the White Mountains, a short and direct route to the Canadian metropolis. This route is along the valley of the Clyde River, via Richford, West Farnham and St. Johns, to Montreal, through the Victoria Bridge. Trains are now run in connection with the Connecticut and Passumpsic Express Line (no change of cars), and afford all the accommodations and improvements demanded by first class through travel. The old Passumpsic line northward runs along the Massawippi valley, by the shores of Massawippi Lake, uniting at Sherbrooke with the Grand Trunk line for Montreal, Quebec and intermediate points. The scenery upon any of the Canadian lines is not sufficiently attractive to merit extended description.

CHAPTER XIV.

FROM WELLS RIVER TO MONTPELIER, THE STATE CAPITAL, THENCE WESTWARD TO LAKE CHAMPLAIN, LAKE GEORGE AND SARATOGA SPRINGS.

This route gives railway facilities to a section of country heretofore destitute, passes through a fertile region rich in agricultural products and lumber, landing the passenger in the heart of the State, at the old capital town of Montpelier.

On this new route the town of Marshfield is one of importance, the village being distant about a mile from the station. Here are valuable water-powers utilized for lumber manufacture. Many fine trout ponds are within short distances, and "Molly's Falls," a short distance from the village, is a fine descent of water of some two hundred feet fall, with attractive surrounding scenery. It will be a place of resort in the warm season. Ryegate, Groton, Peacham and Plainfield are intersected on the way to

MONTPELIER,

which is distant thirty-eight miles, by rail, from Wells River. This old New England capital, with its substantial public buildings, fine location in the valley of the Winooski River, surrounded by hills, from which you look upon wide landscapes peculiar to the Mountain Commonwealth, should be visited by all. The Capitol building is a fine granite structure of elaborate architecture and pleasing design. The rooms, where are collected the geological specimens from every section of the State, and documents and articles, ancient, curious and rare, relating to the history of the State, should be visited by all whose time admits.

There are three insurance companies, two national banks, manufacturing in considerable variety, and the church edifices are among the finest in the State. The Vermont Central Railroad does not enter the village, but is reached by a branch road of one and one-half miles in length.

BISHOP'S HOTEL,

H. H. BISHOP, Esq., proprietor, is one of the old land marks of the capital, and beneath its ancient roof the traveler or tourist may always find substantial comfort.

The drives in the vicinity are charming. From many points, at no great distance from the village, grand views of the Winooski valley open to view—fine pictures of mountain ranges and smiling valleys, the charm of which time only will dispel. Leaving the capital and passing northward the central line runs along the valley of the Winooski, and

WATERBURY,

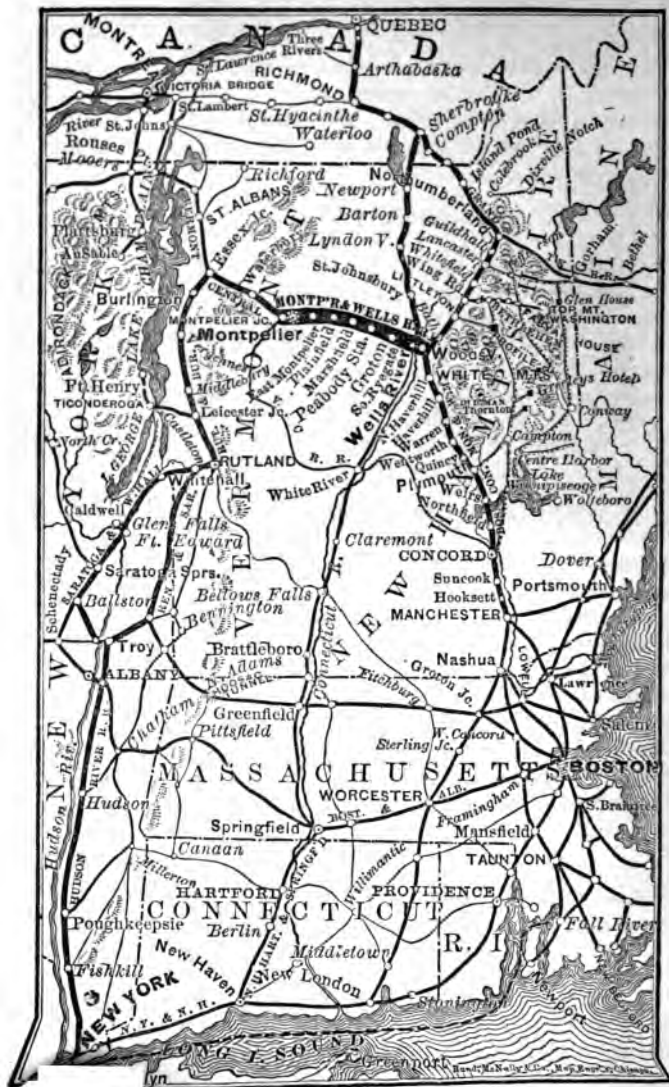
the Mount Mansfield stage station of this road, is reached—a fine summer resort in the wide valley, lying among the great hills and mountains. Drives from here to the natural bridge at Bolton Falls, three miles, and to Camel's Hump, eight miles, are attractive.

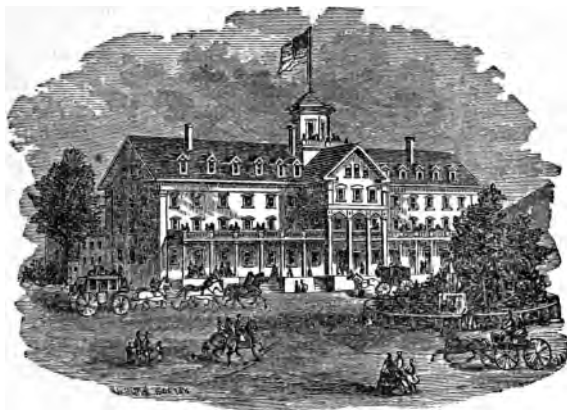
The *Waterbury Hotel* is an "hostelrie" of good repute and deserved popularity, over which the proprietor presides by right of his ability to do what many cannot, that is "keep a hotel." The accommodations are for one hundred guests, and the house affords a fine place of resort for pleasure seekers.

The trip from Waterbury to the pleasant village of

STOWE,

ten miles distant, at the base of Mount Mansfield, is made by staging in the royal style of the olden time, in coaches drawn by six white horses. This pleasant village is flanked by mountains, and here visitors are provided with teams, guides and all needful help for the ascent. Situated in this pleasant locality is





THE MOUNT MANSFIELD HOTEL,

calculated to accommodate four hundred guests. It is spacious and commodious in all its arrangements and appointments, and the stables and alleys connected are on a liberal scale. The proprietors are not to be outdone in their attentions to guests. N. P. KEELER, Esq., is the experienced and popular manager.

The walks and drives cannot be surpassed. A short distance from the hotel, Sunset Hill commands a fine view of the surrounding country. The drives to "Smuggler's Notch," the most wild and romantic mountain gorge in New England, eight miles; Bingham's Falls, five miles; Moss Glen Falls, three and one-half miles; Gold Brook, three miles; West Hill, two miles; Morrisville Falls and Johnson's Falls, eight and twelve miles respectively, are a series of excursions which can but afford pleasure to patrons of this house. A carriage road has been constructed to the summit of Mount Mansfield, eight miles distant.

THE SUMMIT HOUSE

is the hotel, under the western side of the nose, affording substantial comfort to one hundred guests. This ascent, in its whol

course, is one of continuous interest; the wildness and grandeur of the scenery, and the novelty of experience upon the route, amply repay all expense incurred or fatigue experienced in the journey.

Reluctantly leaving this magnificent prospect and returning to Stowe, and from thence, after resting, to the railroad at Waterbury, you continue the journey northward. Cars may be left at Ridley's station, where conveyance can be had for "Camel's Hump," a lone summit only six miles distant, so named from the peculiar outline of its form seen from a distance; and, next to Mansfield, the noticeable summit of the State.

MOUNT MANSFIELD is the grand feature in the landscape. The bold summits of this noble eminence are thought to represent in their peculiar outline the features of the human face, looking upward forever from the firm base of the everlasting hills. The "forehead," "nose" and "chin" being represented by separate elevations of the great mass. The chin is the most prominent, being 4,350 feet above sea level, the forehead only 3,850 feet, while the nose rises one hundred and sixty feet above the forehead, perhaps the only nose upon which an "extra" inch would be hardly noticeable. Climbing to the point of the nose, a rocky knob of Cromwellian proportions in this immense portrait, you overlook a reach of view scarcely surpassed in grandeur and sublimity. Lake Champlain and the Adirondacks, the St. Lawrence valley, Montreal and the mountains of Canada, and around Lake Memphremagog, the White and Franconia Mountains to the eastward, and the broken ranges of hills and mountains and silver lines of rivers within the State. Your guide will duly explain to you the many localities, and the scientific will be interested in the "testimony of the rocks" on these high peaks, giving evidence of former submergence.

AT ESSEX JUNCTION

you may diverge, by branch railway of eight miles, along the Winooski valley, through the brisk Winooski Village, at the

Falls of the same name, through the "tunnel" of nearly four hundred feet length, piercing a high bluff, to the fair city of

BURLINGTON,

the queen city of the mountain commonwealth, on the eastern slope of Lake Champlain, which, at this point, is ten miles wide. This is one of the great lumber ports of the country, and manufactories of iron, steel and wooden wares and woolen fabrics are numerous and important. See fuller description, in succeeding chapter, of this city and surrounding towns.

CHAPTER XV.

FROM SARATOGA TO THE WHITE MOUNTAINS, BY RAIL, OR THROUGH THE LAKES.

This route is over the Rensselaer & Saratoga Railroad line, via Fort Edward, the Whitehall or Lake Champlain Junction, Castleton and West Rutland to RUTLAND; thence, by the Rutland & Burlington Division of the Central Vermont Railroad, through Brandon, Middlebury and Vergennes, to BURLINGTON, on Lake Champlain. At Essex Junction (eight miles above Burlington) connection is formed with the Central Vermont Railroad, and passengers may proceed directly to Montpelier and the White Mountains. These roads are run in close connection. The cars are among the finest run on New England roads, and the scenery along the way is beautiful and romantic.

AT WEST RUTLAND

are the extensive marble quarries of Sheldons & Slason, and

RUTLAND

is the centre of the marble interest of Vermont, which has become the important industry of this section. It is also a flourishing town for trade from the surrounding regions, has good hotel accommodations, and is attractive and popular as a place of residence or for temporary sojourn.

THE BATES HOUSE,

L. F. PAGE, proprietor, is a large, well-furnished and excellently
[redacted] house of entertainment.

BRANDON

is an important town, having manufactories of some importance. The "Frozen Well of Brandon," has much notoriety—a coating of ice forming upon the water in the hottest of summer days.

Eight miles from Brandon is

LAKE DUNMORE,

named in honor of the Earl of Dunmore, a beautiful sheet of water, lying among the Green Mountains of Vermont, and distant also eight miles from Middlebury. The Lake is about five miles long and one mile wide, covering a space of about fourteen hundred acres, at an altitude of three hundred and fifty-eight feet above the sea. Its waters are clear as crystal, and its shores skirted with a variety of charming scenery.

MIDDLEBURY

is the county seat of Addison county, and the seat of Middlebury College. It is important as a manufacturing town, and large quantities of a superior quality of white marble are exported.

VERGENNES

is the smallest in territorial extent of any "city" in the country. It has a fine harbor and an excellent water power from the falls on Otter Creek. It was once important as a military station, and its limited area of three hundred and eighty by four hundred rods extent is generally utilized. It can be conceived that no difficulty is experienced, as in other cities, from its "magnificent distances" and scattered and isolated sections.

THE STEVENS HOUSE,

S. S. GAINES, proprietor, is a well kept, neat and commodious house of entertainment, long and favorably known to travelers.

WINOOSKI,

between Burlington and Essex Junction, is a thriving village, with several enterprising manufacturing establishments.

From Essex Junction the route is south-easterly, over the Central Vermont line, through the mountainous region, via *Richmond* and *Waterbury*, with distant views of Mounts Mansfield and Camel's Hump, to Montpelier (previously described), and thence, by Wells River route, to the mountains.

Passengers may also go directly to Montreal from Essex Junction via St. Albans and St. Johns through the Victoria Bridge.

THE ROUTE BY LAKE BOATS

is the one chosen by many, especially by those whose time and inclination allow, and tempt them to view the beauties of the scenery and places of historic interest about Lake George and Lake Champlain.

To make this trip, go by rail over the Rensselaer & Saratoga Railroad to Fort Edward, as before, thence by Glens Falls branch, a short ride, to

GLENS FALLS,

a flourishing and picturesque manufacturing village. The village was completely destroyed by fire about ten years since, but has recovered from the disaster. The falls on the Hudson have a descent of seventy feet. This fall is two hundred miles from the mouth of the Hudson River; the river wears its way over strata of black limestone. The action of the water has worn some of these *strata* away, a few at the top, and more further down the falls, so that a kind of irregular series of steps has been formed, over which the waters of the river go thundering down.

A bridge six hundred feet long spans the Hudson, resting, in the centre, on a marble island. This is the spot where, in the "Last of the Mohicans," the inimitable Cooper located some of his finest drawn characters. By a private stairway that goes down near the bridge, one may reach two objects of interest, viz.: Indian Cave and Big Snake. The cave runs through a small island from one channel to another, and has been made famous by the genius of Cooper. Veins of satin spar are found in the fall ~~rocks~~ below, and trilobites are sometimes imbedded in the

THE ROCKWELL HOUSE,

ROCKWELL BROTHERS, proprietors, is the hotel where the tourist will make his home during his stay. The house is finely located, both as to convenience of patrons and picturesque surroundings. The patrons of this house will find the managers fully up to the modern demands made for first-class entertainment by the many whose means and leisure allow them to spend the summer months, or a portion of them, in recreation. Teams are furnished for all who wish to visit the many places of interest in the vicinity, and your stay, be it long or short, cannot but be a pleasant one. The man of business here has easy and sure connection with the great business centres, the man of leisure finds it a charming place of retreat, while for families, no better point can be found for spending a vacation.

The stage route from Glens Falls to Caldwell, at the head of Lake George, gives a ride of nine miles through a wild and picturesque region. Five miles from Glens Falls *Williams' Rock* is passed, marking the site of the bloody defeat of Col. Williams and his Indian allies, by the French commander Dieskau. Williams was slain near the rock which bears his name. The victory of the French forces was of short duration; they were in turn defeated, and their leader wounded and taken prisoner, at the battle at the colonial camp at Lake George, where Gen. Johnson so gallantly avenged the French successes. The bodies of the English, slain in the first encounter, were thrown by the French soldiery into the quiet pool near Williams' Rock, now known as

BLOODY POND.

"The Bloody Defile" is the ravine where the savage massacre occurred.

CALDWELL

is a quiet village at the head of the fair lake whose charms give it importance. There are several small hotels, but the **FORT WILLIAM HENRY HOTEL**, T. Roessle & Son, proprietors, is the elegant and sumptuous house of the tourist. It accommodates a thousand guests, is located near the ruins of Old Fort William

Henry—the site of the fearful massacre by the Indian allies, aided, perhaps, by a portion of the French forces under Montcalm, and about one mile from Fort George. The grounds are laid out with elegant taste, sloping down to the edge of the waters, affording fine views of the southern end of the lake. Promenades run the whole length of the hotel, fronting the lake, a sparkling fountain constantly plays in the well-arranged grounds, and all the arrangements of the interior are designed to give to guests the maximum of comfort and luxurious ease. Stages run to Schroon Lake, Lake Luzerne, and to the southern Adirondacks.

LAKE GEORGE

is three hundred feet above the sea level, thirty-six miles long, and varies in width from three-quarters of a mile to three or four miles. The depth is, in some places, more than four hundred feet, and the waters are everywhere remarkably clear, so much so that objects can be seen at a depth of more than thirty feet. The French gave it the name of "Lake of the Holy Sacrament," and used sometimes to transport the waters, on account of their purity, for use in their churches in baptismal fonts. Not only are artists and lovers of sublime and beautiful scenery attracted to the lake, by its beautiful scenery, but the many old associations, called up by a visit to its surroundings, make it a modern Mecca for the patriotic.

It was first visited in 1646, by the French Jesuit, Father Jogues, who perished, as did many of his successors, by the hands of the fierce Mohawks, who dwelt around its borders.

The trip through the lake from Caldwell is now made in a few hours, in one of the elegant steamers, "Minnehaha" and "Ganouskie," via Bolton, Fourteen Mile Island and Hague, to the lower end of the lake, where stages (four miles staging) are taken for Ticonderoga and the pier of the Champlain steamers.

Of the many points along the way, charming for beauty and grandeur, and interesting from association, we have not space for description; the eye will take them in with rare pleasure, and *some one* familiar with localities, will cheerfully point out the *many points* of interest. The outlet of Lake George is a rapid

stream descending two hundred and forty feet, in the less than four miles of its flow before discharging into the larger Lake Champlain. The remains of old Fort Ticonderoga having been visited, standing in solitary ruin upon a high peninsula projecting into the lake, you take one of the steamers plying between Whitehall, Burlington and Rouse's Point on

LAKE CHAMPLAIN.

This largest of eastern lakes is one hundred and forty miles extreme length, covers an area of six hundred square miles, connects at its southern base with the Hudson, by canal from Whitehall, receives the surplus waters of Lake George, and discharges through the Richelieu River into the St. Lawrence. Burlington, St. Albans and Vergennes, on the eastern shore, have fine harbors, and Plattsburg, Ticonderoga and Crown Point, on the New York side, are places of great historic interest and noted associations. The scenery on the Ausable River, reached from Port Kent or Plattsburg, is the most remarkable of any inland stream in the Eastern States. Here the river dashes for a mile through a narrow passage in the sand-stone, between walls of two hundred feet perpendicular height, forming a chasm wild, romantic and grand in the extreme, distant twelve miles from Plattsburg.

Lake Champlain was discovered in the year 1609 by Samuel de Champlain, the noted and indomitable French geographer. The following from "Chisholm's Guide Book" is beautifully descriptive: "Travelers who have widely explored the objects of interest in the New and Old World unite in pronouncing the waters and environs of Lake Champlain the most beautiful and impressive the eye can rest upon. The waters of the Lake, whether reposing in a calm, or surging under the power of the tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands which in varied forms stud its bosom, by the peninsulas which pierce it, and by the bold, rocky precipices that impend over the Lake. The shores on either side are impressive and beautiful; now a long line of rugged cliffs, crowned by dense forests, appears, and now smiling in luxurious ranges of culture and elegance, embellished by farm-houses, mansions and villages with their glittering spires. All

this scene of beauty is embraced by the dark framework of mountains that impart magnificence to the whole."

This steamboat passage to Burlington gives beautiful views of Mount Mansfield and Camel's Hump, of Green Mountain range, and the grand peaks and outlines of the Adirondacks in New York.

CROWN POINT

is twelve miles north of Ticonderoga, with the ruins of the old fortress on the high promontory between the lake and the bay beyond. Port Henry is a finely located village with a population engaged in iron mining and manufacture. Westport and Essex are other points, where steamers touch, and from which passage may be taken for the Adirondack region. Steaming on in a northeasterly course, passing the Four Brothers, Juniper Islands and Rock Dunder,

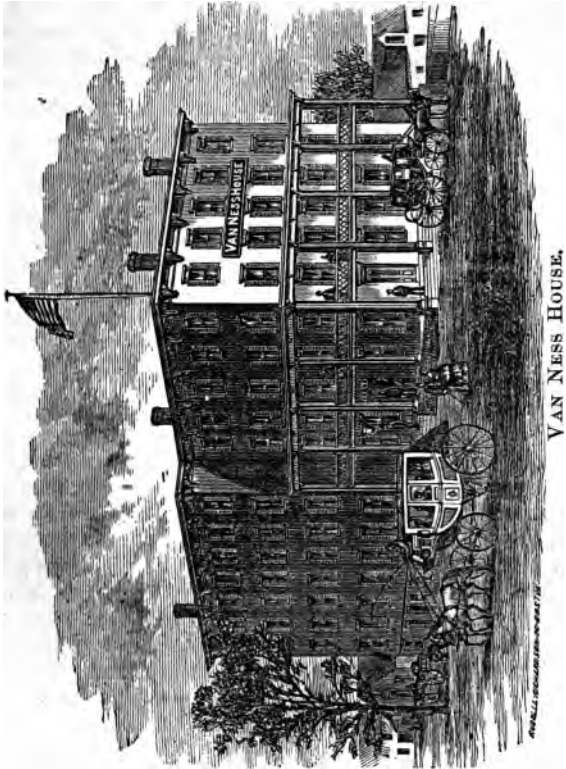
BURLINGTON

is reached; where passengers for the mountains will leave the boat. Those going through to Montreal, or Ogdensburg, will continue on to *Rouse's Point*, there connecting with railway lines northward and westward. Burlington is one of the great lumber ports of the country. The ground on which it is built slopes gradually up from the lake, rising to a height of three hundred and seventy feet. The University of Vermont has fine buildings crowning the highlands. From the dome of the main building a grand scene is presented, including in the circle swept by the eye over sixty prominent peaks, the bright waters and islands of Lake Champlain with the towering summits of the Adirondacks beyond. The grave of the old hero, *Ethan Allen*, is visited by all patriots. A fine statue was erected over the grave during the year 1873.

THE VAN NESS HOUSE,

D. C. BARBER & Co. proprietors, is also a new, large, commodious and well kept hotel, where all may be made comfortable, with good quarters and the best of fare, during their stay in this

fine old Green Mountain city. No essential requisite to the traveler's comfort will be wanting to guests at this popular house.



From Burlington passengers may go over the Central Vermont Railroad to Essex Junction, thence to

ST. ALBANS.

Thirty-two miles from Burlington, twenty-four from Essex Junction, and sixty-five miles from Montreal is the thriving village of

St. Albans. The town has a population of 8,000, and the increase in wealth, mechanical pursuits and population is very rapid. The village is finely situated on the wide slope overlooking the waters of Lake Champlain. Main street is the principal and most attractive street. The railway station of the Vermont Central line is a spacious and commodious brick structure, and adjoining are the offices of this important line. The extensive construction and repair shops of the company are near by, where locomotives and cars of all descriptions are constructed and repaired in a superior manner. The village is prettily laid out, has a fine common centrally located, and many tasty residences, that of ex-Governor Smith being particularly noticeable for its fine grounds and tasty arrangements.

From Aldis Hill, a short distance to the rear of Gov. Smith's fine residence, and easily reached by a stroll of a half hour, you have one of the finest views to be found in a wide range of travel, overlooking as it does, the great Lake and its islands, the distant Adirondacks, the wild counties of New York to the west, the fair village at your feet, and the wide valley and charming plains stretching southward and northward. Bellevue Hill, farther to the east, reached by a short drive, affords a still finer view, from the observatory, of the lake and surroundings, and also a wide outlook towards the interior of the State.

Much of the business of Northwestern Vermont centres here. As a butter and cheese market it is quoted as the market of all others in those commodities. Water works are completed on a scale to supply the village with pure water for domestic use and business purposes. A rolling mill for the manufacture of railroad iron has lately been put in active operation. A court house of creditable proportions and design is just finished, and all the necessities and adornments of a flourishing town are here combined. It is the shire town of Franklin county, the finest agricultural county of the State. From St. Albans the traveler can proceed directly north to Montreal or diverge westward by the Ogdensburg line, or by either route continue to any section of the great west.



THE WELDEN HOUSE,

THOMAS LAVENDER, proprietor, has been opened for the last ten years, affording to the traveling public accommodations every way desirable. The name is in honor of Jesse Welden, the pioneer white settler of the town. Waters from the springs at Highgate, Sheldon and the nearer vicinity are furnished guests at this hotel. The entire construction and management of the house is on a liberal scale. During your stay you will naturally learn many particulars regarding the famous St. Albans raid in October, 1864, when pretended confederates swept into the unsuspecting quiet of the village, robbed its banks, murdered a citizen and wounded others, creating general excitement and widespread terror.

From St. Albans tourists can go directly northward to Montreal and Quebec, or southward to White River or Wells River Junction and the White Mountain region.

CHAPTER XVI.

FROM NIAGARA FALLS TO THE WHITE MOUNTAINS, MONTREAL AND QUEBEC, DOWN THE ST. LAW- RENCE TO THE SAGUENAY RIVER.

Of the attractions at and about this grandest of waterfalls, where the waters of a great chain of inland seas plunge to a lower level over ragged, shelving ledges, and sweep between bold limestone walls in irresistible force, space forbids that we should attempt description. From the mad rush of the green waters in the rapids over the terrific fall, through the rapids and whirling eddies below, down to the quiet where the mad current again takes its undisturbed way in a tamer race to the lower lake, there is no point wanting in interest.

The stranger may at first feel a shade of disappointment as he looks for the first time upon the world-famed cataract; so grandly proportionate are all the outlines of the bold shores to the volume of the fall, that it is not until the wonder is viewed in detail, without reference to the vastness of the combinations as a whole, that the full majesty and power of the fall is apparent to the sense. The vastness of the plunge grows upon the beholder as he views it by the soft moonlight and in the glare of noonday, invested ever with a

* * * * * "glorious robe

Of terror and of beauty.

God's rainbow upon its forehead, His cloud-mantle around its feet."

Leaving the attractions of the falls with reluctance, the lover of the picturesque will wish to visit the romantic region of the

White Hills, to pass down the grand northern river—the St. Lawrence—to the yawning ravine rent in rock where the floods of the chill Saguenay roll their unmeasured currents.

The route is from the falls to LEWISTON, a lovely town seven miles from the fall, on Lake Ontario. The Suspension Bridge over the Niagara just above the town has a span of 1,045 feet and is one of the finest in the world.

From this point you will go by one of the fine boats of the Ontario and Richelieu Line of Steamships to Toronto, that most substantial and enterprising of Canadian cities. This line of steamers have in command men of long experience and good judgment and will ensure safe and easy transit with due dispatch.

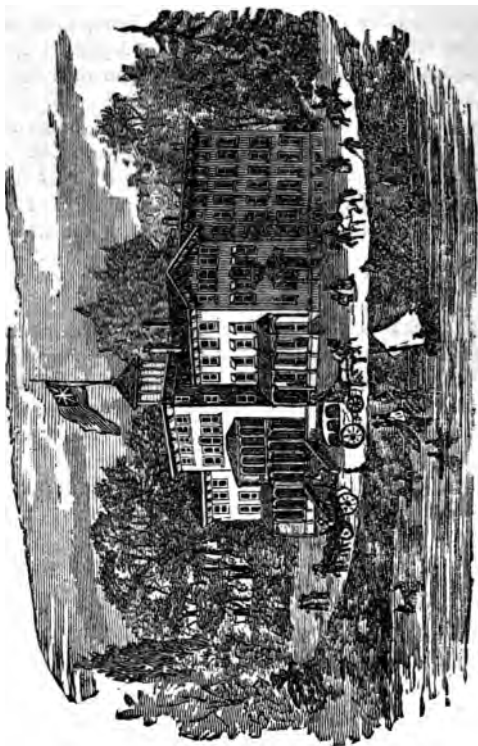
TORONTO.

As you approach from the lake the view of this northern city is remarkably fine, the wharves and public buildings giving indications of a city of importance. It has a population of about 65,000 souls, and is the chief city of the Upper Canadas or the Province of Ontario. The buildings of the University are massive in proportion and built in the Norman style of architecture. Trinity College, the Normal School and Loretto Convent are other educational institutions of note. The English and Catholic Cathedrals are both buildings to attract attention.

THE QUEEN'S HOTEL,

Toronto, Ontario, THOMAS MCGAW, manager, is convenient to the Railway Stations and Steamboat Piers, on Front street, near the business portions of the city. Commodious rooms elegantly filled with new furniture of most modern style, spacious and attractive grounds and croquet lawns, with a sumptuous billiard parlor serve to make it an acceptable temporary or permanent home for the merchant or the tourist and for travelers generally. Carriages always in waiting for the pleasant drives and extensive views of a varied character in and around the city. The extensive Galleries of Art, the Queen's Park, the University Buildings, the Lunatic Asylum, the Trinity College and Normal

School are some of the places which must be seen. It is on the largest hotels in the Dominion of Canada, and overlooks



QUEEN'S HOTEL.

beautiful Bay and Lake Ontario. His Imperial Highness, Grand Duke Alexis, of Russia, and his suite were furnished, December 1871, with the splendid suite of apartments, comprising one wing of the house, *without extra preparation*. T (QUEEN'S) ROYAL HOTEL at Niagara has the same owners and management.



THE (QUEEN'S) ROYAL HOTEL.

By far the larger number of those who travel for pleasure will come by boat from Toronto, through Lake Ontario and the St. Lawrence River, among the *Thousand Islands*, over the Rapids and under the Great Victoria Bridge, to Montreal, rather than to make the trip by rail.

The experience of this trip will not fail to interest and please all who have eyes to see and taste to appreciate the bold and varied scenery of this northern route.

Entering the St. Lawrence River you leave Old Fort Henry **KINGSTON** to the left and are among

THE THOUSAND ISLANDS.

The number of these islands is larger by about one half than the name would indicate. Commencing with Wolfe Island, a large tract of thirty miles in length, and increasing in number and decreasing in size as you descend they cut the water in every conceivable form and outline for several miles. Some tower from the water in bold and abrupt masses of granite or sandstone. Others are green with carpet of grasses or dot the waves, a miniature patch of earth in a waste of wave.

Evidently far back in formative periods some wild throes of nature tossed the earth crust of this region in wildest disorder. Nature in healing its wounds heightens the charms which might be tame, if undisturbed.

Home Island, Wellesly, Bathurst and Tecumseh Islands are among the largest of this peculiar group.

The towns on either shore of the river each have their particular associations of historic interest or peculiarity of location. Alexandria, on the American side, is laid out upon the rocky shelf of the river, and will attract notice by the peculiarity of the location. Brockville, on the Canadian side, has military associations familiar to readers of our earlier history. Some twelve miles below Brockville, on the American side, is Ogdensburg, with the old Canadian town of Prescott on the opposite bank. Here is the ferry, by which transfer is made from the Ogdensburg line of Railway to the Grand Trunk line.

The first of the rapids for which this great river is famous are encountered some five miles below Ogdensburg, where you enter among a small cluster of islands, of which "Isle aux Galops" is the largest, and continuing down through the rapids by Tossons' Island, Point Iriquois and the longer rapids on either side of Ogdens Island, you reach the rapids of nearly ten miles in length called the "Long Sault"; the river is here divided by the island of the same name.

The current rushes through these rapids at the rate of twenty miles an hour, and the descent is exciting in the extreme to one *a stranger* to the passage; but, with skillful pilotage, the passage *is safely made*, and the apparent danger adds to the glow of *excitement and makes it a journey to be remembered.*

Cornwall Island, with the town of Cornwall and the old Indian village of St. Regis, just below, are points of interest, and

LAKE ST. FRANCIS,

a widening of the great river, with its shoals, headlands and lights, is a broad and beautiful sheet of water, having at its eastern outlet a group of islands of which Grand Island is the largest. Among these the *Coteau Rapids* fret and sweep in a wild and troubled current; below are the *Cedar Rapids*, and a little farther down the *Cascade Rapids*, at the entrance to

LAKE ST. LOUIS.

This lake receives one of the outlets of the great Ottawa River. At LACHINE commences the Lachine Canal, built to avoid LACHINE RAPIDS, but the pleasure traveler will not seek to avoid, but rather to enjoy the excitement of a dash down these swift and wild currents, which would be hazardous were it not for the firm hand of the Indian pilot, whose fame is known to all who make this leap down the mad descent of the rapid; for years he has safely guided the boats down the vexed current to the admiration and delight of all. Continuing below the rapids you come in sight of the commercial and financial metropolis of the Canadas, and steaming beneath the great Victoria Bridge, are soon anchored at the quays of this northern city, fully described in another chapter of this book.

FROM MONTREAL TO QUEBEC.

DOWN THE ST. LAWRENCE.

Taking the fine boats "Quebec" or "Montreal," of the Ontario & Richelieu Steamship Company's line, which are fitted with all the conveniences of modern travel, and in charge of safe commanders, leaving Montreal in the evening (excepting Sunday evening), passing the fort on the island in the harbor, leaving LONGUEIL to the right, and passing the group of islands be

the city and the mouth of the Ottawa River, you are fairly on the way to the old capital. Belcell Mountain attracts attention to the eastward, and you cannot fail to be interested in the general appearance of the novel landscape, a sort of "Northern Holland," the shores appearing in many instances from the boat to be below water level; in other places as you progress, the shores slope in terraces, or wide steps, terminating in a crowning ridge or summit line.

SOREL or **WILLIAM HENRY**, forty-five miles below Montreal, is the first station where a halt is made by the steamer. This Canadian town is built around a central square at the confluence of the St. Johns (otherwise known as the Richelieu or Sorel River) and the St. Lawrence. The St. Johns or Richelieu River is peculiar in the fact that, at its outlet, it is narrower than at its source or through its course, being the northern outlet of Lake Champlain. There is immense transportation of lumber along its course.

Some fifty miles below Montreal, and five miles below Sorel, the broad river expands into a wide lake nearly twenty-five miles in length, and, at its widest, nine miles width, known as "Lake St. Peter," and interspersed with islands at its upper entrance; though the wide expansion produces a shallow depth, the channel followed by shipping admits the passage of vessels of the larger class. The River St. Francis here enters the lake from the south.

The St. Leon Springs have become a favorite place of resort within the last few years, the waters having curative properties of undisputed value.

The scenery along the route may not prove of sufficient variety and interest to keep the traveler from needed rest through the long night hours, though the mighty river, draining through the lakes that immense valley, will never be without its suggestions of power; and, when the moon, breaking from rolling curtains of cloud, tints the broad expanse, till it glitters like a vast surface of silver sparkling with diamond points of light, which fade and renew in the wake of the dancing silver waves marking your progress, the wakeful traveler will find no lack of suggestive sights in his midnight watch.

A great amount of shipping of every class will be passed, and

immense timber rafts will be observed in the descent, floating down to the lumber mart at Quebec, sometimes in single rafts, and sometimes in many combined in a floating timber town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

The town of "Three Rivers," midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has convent buildings and church edifices of considerable architectural pretensions. The town was first settled in 1618, and has a population of nearly 6,000 souls. The River St. Maurice here joins the St. Lawrence, and is divided at its mouth by islands into three distinct channels, hence the name of the town "Three Rivers." Immense quantities of logs and manufactured lumber come down the St. Maurice, to this lumber centre, where are located several extensive saw mills and foundries. A branch of the Grand Trunk Railway diverging from the Quebec division at Arthabaska has its terminus at Doucet's Landing, opposite this point.

A canoe voyage up the St. Maurice for thirty miles to the "Falls of the Shawenegan" is sometimes made. Just above the mouth of the Shawenegan river the broad stream plunges in a sheer descent of one hundred and fifty feet—a natural wonder, which, if easily reached, would be one of the chief attractions of Canadian travel.

Some fifty miles before reaching Quebec the rapids of Richelieu, where the river contracts into narrow space, and the current flows over a rocky bed, was, in the olden time, considered quite an impediment to navigation; below these rapids the banks become gradually elevated. From the red banks of Cape Rouge seven miles above Quebec, the shores of the river rise into hills and precipices. The Chaudière River enters six miles above the city, the precipitous banks increase in height and the eager stranger catches a distant view of the towers and battlements of the grand old northern city.

Before reaching the town, "Wolfe's Cove" will be pointed out to the left—that memorable spot where the brave commander landed his forces under cover of darkness, and, scaling the precipice, fought the memorable battle which changed the destiny.

the western empire. The round Martello Towers in advance of the defences of the city, on the plains of Abraham, first attract attention, and you sweep in full view of the defiant battlements and towers which crown the natural walls of Old Quebec—the seat of ancient dominion—where jealous nations contended for supremacy and shook its rocky throne with the roar and clash of contending armies. As you approach the point of landing, the grim battlements of the city are upon the left; the growing settlement of Point Levi, the railway terminus at this point, is to the right, the fair island of Orleans is just below you, while about you, in one of the grandest inland harbors of the world, capable of floating at the same time one hundred ships of the line, are vessels of every class; the largest ever constructed can float under the very walls of the citadel.

MONTREAL TO QUEBEC, BY RAIL.

Those who prefer the rail route to a night trip by boat can leave the station, Bonaventure street, pass through the "Victoria Bridge," before described, through St. Lambert's, Belœil, St. Hilaire, St. Hyacinthe with its extensive nunneries and church buildings, Britannia Mills, Upton, and New Durham, to Richmond Junction, seventy-six miles from Montreal, where cars are taken over the Quebec division, ninety-five miles, to Quebec.

The old northern capital city is fully described in another chapter, and the quaint attractions of the town and historic interest attached to localities about it have made it a centre for pleasure travel for the last few years. The city lies about seven hundred miles from the Atlantic, and tide-water extends for ninety miles above the city, so broad and like an inland sea is the great river of the north.

FROM QUEBEC TO THE SAGUENAY, AND SCENERY OF THE SAGUENAY.

The tourist, in search of health or pleasure, cannot possibly select any route better calculated to present that peculiar and *unusual combination*, nowhere else found, within limits easily

reached, than the one from Quebec to the Saguenay river, down the St. Lawrence.

Leaving Quebec by one of the excellent boats making this trip, of the St. Lawrence and Saguenay line of steamers, the journey is down the finest portion of the grand St. Lawrence, a distance of about one hundred and fifty miles, the great river, in many places, being thirty miles in width.

This water area of 4,000 square miles, is dotted with beautiful islands; skirted on the one hand by towns and villages, on the other by lofty mountains, and both sides constantly in view, making the line of approach one of continued charm.

On the way down the river, the mouth of the river St. Anne will be passed, off the lower extremity of the Island of Orleans. This river enters the larger stream through a bold ravine, and many ascend the stream for a short distance to the Falls of St. Anne, which, with the surroundings, are pleasant and attractive.

Thirty-six miles below Quebec is a group of six small islands, alive with geese, ducks and teal, who make this a breeding place.

The Quarantine Station at "Grosse Isle" deserves a passing notice—a lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving, in the time of the famine in Ireland, six thousand emigrants in one huge grave.

The river widens broader and broader as you sail on, as upon a vast inland sea, losing sight of either shore. Malbaie, ninety miles below Quebec on the north shore, is a halting station and place of pleasure resort, Murray Bay being a fashionable watering place, and the fine fishing in Murray River much patronized. The river here is about twenty miles wide, with tides of nearly twenty feet rise. Steaming across to "Rivière du Loup," on the south shore, passengers are landed within six miles of Cacouna. Taking conveyance for

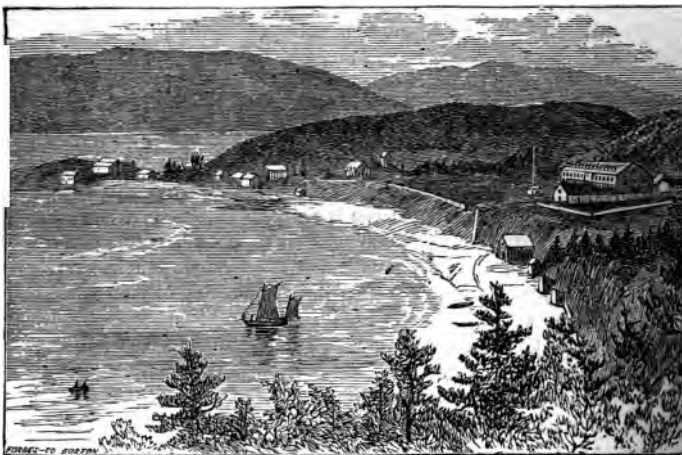
CACOUNA

you will soon find the extensive and first-class ST. LAWRENCE HALL, a house where every comfort essential to pleasant stay may be had, where the guest may live in luxurious ease or active sporting.

ST. LAWRENCE HALL.

W. F. SUTTON, Esq., so well known as the experienced landlord of the St. Louis Hotel, in Quebec, is in possession here, and guests will find the same gentlemanly qualities displayed here that made him so favorably known in the first instance.

Continuing down the St. Lawrence, on the northern shore, Tadousac is reached at the mouth of



TADOUSAC BAY,

that vast and mysterious rock gorge, through which pour the unfathomable floods of the mountain-shadowed

SAGUENAY RIVER,

the largest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the lake to the St. Lawrence. The upper half of its course is a series of falls and rapids, navigable only by canoes, and flowing through a dense and almost unknown wilderness.

The navigable portion of the river will float the largest vessels of the world, from its mouth some ninety miles to the head of navigation, and has been described as a perfectly straight, yawning gulf, torn for the whole distance in the grey mica schist rising on either hand in precipitous cliffs whose bases rest in unknown depths—a panorama of rocky walls and precipices—"no sheltered nooks nor coves, no fertile beaches, nowhere a margin for foot to rest upon." The continuous ridges on either hand rise to an elevation of 1,000 to 1,500 feet, and often more. The wonderful capes—ETERNITY and TRINITY—rear their heads to an



CAPE TRINITY.

altitude of 1,800 feet, and, at their base, the river has a depth of six hundred fathoms. This whole route is traversed by *daylight*; the boats are, in all respects, first-class, and nothing is wanting to secure the comfort of passengers, as promised in the advertised route.

The largest ships may ride in the immense depth of these waters. The sights are never to be forgotten—bold, barren, forbidding and awful. The discharge of a cannon on shipboard

between the bare walls of rock, is said to crash back in echoes which no one could wish to have repeated, one such sensation sufficing for a lifetime.

The scenery is aptly spoken of by a writer as "a region of primeval grandeur, where art has done nothing and nature everything; where, at a single bound, civilization is left behind, and nature stands in unadorned majesty; where Alps on Alps arise; where, over unfathomable depths, through mountain gorges, the steamer ploughs the dark flood on which no sign of animal life appears."



HA HA BAY.

Ha Ha Bay, a quiet and lovely bay, receding from the river several miles; a cheerful village, animal life, and facilities for amusement are here found, a change most welcome from the sombre desolation of the ascent. Lake St. John, in which the river has its source, receives the flow of eleven large rivers, and innumerable smaller streams, from the vast water-shed and interminable forests surrounding it, but discharges all its waters by
wonderful stream through miles of wild and unnavigable

Statue Point and Les Tableux are noted gems of scenery on the river, a perpendicular rock below Ha Ha Bay, at the termination of a great plateau, three hundred feet wide and six hundred feet in height. The village of Chicoutimi is at the outlet uniting Lake Kenokami with the Saguenay. It is at the head of navigation. An extensive lumber business is transacted here; the village is ancient, and has about five hundred inhabitants.

TADOUSAC,

at the mouth of the Saguenay, has a fine hotel which is excellently kept, and, in connection, all kinds of amusements for visitors. The bathing is very superior. It is a post of the Hudson Bay Company, who have establishments here of considerable importance. Here was the residence of Père Marquette, who explored the Mississippi valley. The venerable church is two and a half centuries old. This was one of the first places on the river fortified by the French. The first permanent stone building erected, at any northern locality on the continent, was here built.

We are not competent to write of this desolately grand and awfully majestic region with the intelligent criticism of the scientific or the enthusiasm of the geologist. Ere long, some one, equal to the task, will explore its grandly dismal reaches, bringing to bear upon its wonderful characteristics the light of science, while, by a wild and nomadic life, in that unexplored continent around and beyond its sources, a volume of travel shall result, more interesting in its revelations of northern wonders than are the charming works of Du Chaillu or the mysterious journeys of the lamented Livingstone, in other and more distant lands.

Few realize the vastness of that wild and almost limitless north, stretching from habitable limits up to the icy realms of the polar regions, yet to be made familiar by exploration and charming narrative, and to which one of the grandest passages will be the forbidding pass through which the inky floods of the unmeasured Saguenay find outlet to the sea.

Salmon fishing in the tributaries of the Saguenay is the favorite sport of visitors—the salmon and the seal are almost the only living denizens of the solitary stream.



POINT L'ILET, TADOUSAC.



POINT MARGUERITE, TADOUSAC.

From this trip the tourist will return with the feeling that he has looked upon an aspect of nature more novel than any other upon the continent—a vast landscape and water course in the rough, with all the touches of beauty and elaborations of animated nature left out—a creation vast and grand, but incomplete—a chaos of forms and material—the skeleton ribs and bones of a highland region, left bare and bleaching by arrested creative forces.

Take, by all means, this trip, not in expectation of finding a smiling paradise and lurking beauty, but its reverse—the barely grand and simply majestic.

From Tadousac you can return by boat to Quebec, or by rail from Rivière du Loup to Point Levi, there connecting with the system of railways threading every portion of the Canadas and New England. The boat route gives by far the greatest variety of scenery and experience to the traveler, who has an eye to the picturesque and novel in nature.

THE
ST. LAWRENCE AND SAGUENAY
LINE OF STEAMERS,

PLYING BETWEEN

Quebec, the River Saguenay, and the Watering Places of the
 Lower St. Lawrence,

Is composed of the First Class Sea Going Passenger Steamers "SAGUENAY," "ST. LAWRENCE," and "UNION."

From about the 20th of June to the 10th of September, one of the above
 Steamers will leave the St. Andrew's wharf daily (Sundays and Mondays
 excepted) at seven o'clock A.M., on the arrival of the Montreal boat.

Accommodation First Class.

Charges Moderate.

Tickets for sale at all principal Ticket Offices in the States and Canada,
 and at the Office of the Company, St. Andrew's wharf, Quebec.

For further information, apply to

A. GABOURY,
Secretary.

TABLE OF DISTANCES
 ON THE
St. Lawrence and Saguenay Route.

	0	St. Paul's Bay.	Eboule- ments.	Murray Bay.	Rivière du Loup.	Cacouna.	Tadousac.	Ha! Ha! Bay.	Chicoutimi.	Rimouski.
Quebec,	0									
St. Paul's Bay,	55	55								
Eboulements,	11	11	66							
Murray Bay,	16	27	16	82						
Rivière du Loup,	30	57	46	30	112					
Cacouna, passengers land at R. du Loup		63	52	36	6	118				
Tadousac,	22	79	68	52	22	28	134			
Ha! Ha! Bay,	72	151	140	124	94	100	72	206		
Chicoutimi,	28	179	168	152	122	128	100	28	234	
Rimouski,		23	112	96	66					178

NOTE.—The distance of any place in above table, from Quebec, will be found at the head of the column under its name. The distance between other points is found by taking the name of one place in left hand column and following the line to its intersection with the other name required.

Terminus of Chicago & Northwestern Railway.



ST.

Quebe

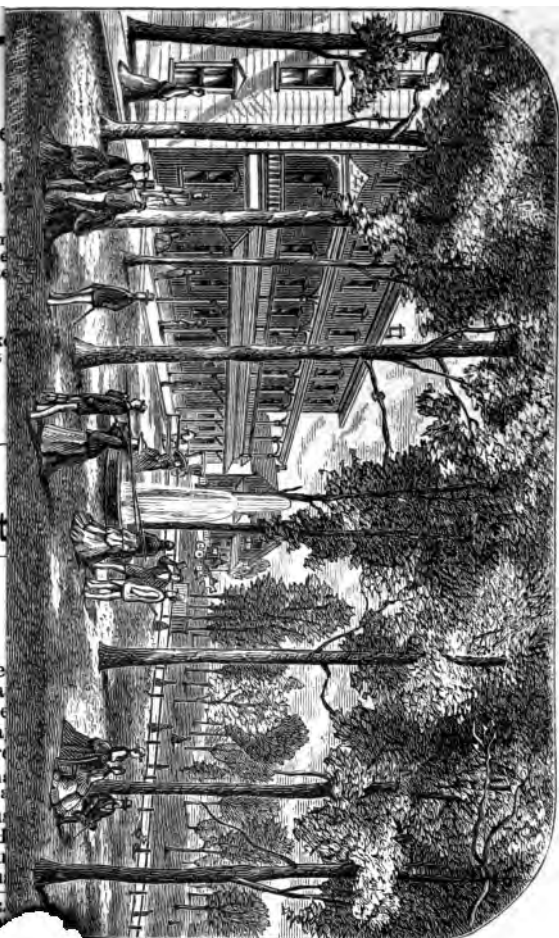
Is com

From
Steame
excepteTicke
and at

St

Quebe
St. Pa
Eboule
Murra
Kivière
Cacoun
land s
Tadou
Ha! H
Chicou
Rimou

NOTE
found a
ether



ROUTE.

MONTREAL AND BOSTON AIR LINE, THE GREAT NORTHERN PLEASURE TRAVEL ROUTE.

A BIRD'S EYE VIEW OF THE ROUTE.

The completion of the South-Eastern Railway, from Newport, Vt., to Montreal, forms the finishing link in an air line railway route from Boston to Montreal, and places before both business men and pleasure travelers unprecedented and unrivalled advantages for travel between the commercial centres of New England and the New Dominion. To the advantages of the shortest distance and the quickest time, without which no line can successfully compete for travel in this age, is added the special charm of passing through the most beautiful and picturesque portions of New England, or, indeed, of the American continent.

Leaving Boston, upon the Boston, Lowell & Nashua Railroad, from the largest and finest passenger station in New England, the traveler enjoys a ride through the charming suburban cities and towns of Cambridge, Somerville, Medford and Winchester, passes through Lowell, the far-famed "city of spindles," up the busy and cultivated valley of the Merrimack, and over the Concord Railroad through Nashua, Manchester and Suncook, the leading manufacturing places in New Hampshire, to Concord. Here the Boston, Concord & Montreal Railroad is taken, and after passing along the shores of the beautiful Lake Winnepesaukee, through the Pemigewasset Valley, and almost under the towering cliffs of the White Mountains, the valley of the Upper Connecticut is reached at Wells River, Vt. From Wells River to Newport, Vt., over the Passumpsic Railroad and through the Connecticut and Passumpsic Valleys, there is a rapid succession of beautiful river, mountain and lake views, which are nowhere excelled upon this continent, and which are scarcely second to the finest natural scenery of the Old World.

The beautiful farming and manufacturing villages nestling among the mountains and on the fertile banks of the swift-running streams, with the background of rugged mountain scenery, form a picture which none but the Omnipotent Artist could paint, and

each successive mile is only a new revelation of the magnificent grandeur of Northern New England scenery.

At Newport there is the charming Lake Memphremagog, the queen of Vermont lakes, and lovers of the picturesque in nature will find a longer or a shorter tarry at the hospitable Memphremagog House, with sails upon the lake, and walks and drives about it, a most delightful and invigorating experience.

From Newport to Montreal the route lies over the recently completed and opened South-Eastern Railway, which skirts along the shores of Lake Memphremagog, in sight of Jay Peak and other lofty mountains, and through the most attractive inland portions of Lower Canada, until the world-renowned Victoria Bridge is entered and crossed, and the beautiful city of Montreal, the commercial metropolis of the Dominion, is reached.

This brief reference to some of the more notable features of the natural scenery along the route, gives but a faint idea of the wealth of picturesque beauty which nature has lavished upon the country traversed by this line of roads, and no one has seen New England scenery at its best until he has passed through these valleys and along these lake shores and mountain sides, which have been hastily sketched above. The advantages of cheap excursion rates for such a line of travel as this, will easily commend themselves alike to those who travel for business or pleasure, and when it is added that arrangements have been made for cheap excursion rates to the White Mountains, over the White Mountains Railroad to the Fabyan House, and up the famous Mount Washington Railway, to Niagara Falls, Quebec, the Gulf of St. Lawrence, the Saguenay, the Thousand Isles, Lakes George and Champlain, and the Hudson River, the advantages of this line over any and all others will be easily apparent.

Two through trains will run daily during the season, between Boston and Montreal, one leaving in the morning and the other in the early evening, and all the trains will be equipped with Miller platforms and Westinghouse brakes, and will be furnished with Pullman cars, parlor or sleeping. The day trains will stop for dinner at the elegant and well-kept Pemigewasset House, at Plymouth, N. H., and for supper at the equally favorably known Memphremagog House, at Newport, Vt., and the managers of the line feel warranted in saying that no other line of travel in the country combines so many and so desirable features as this one, which they have now opened between the chief cities of New England and the Dominion of Canada. The Boston Office is at 240 Washington street, and will be in charge of a gentleman, who for the last six years has sold tickets to American travelers. The Montreal Office is at 202 St. James street.

BOOK SECOND.

THE

GREAT NORTHWEST

AND THE

TRIP ACROSS THE CONTINENT.



CHAPTER I.

THE GREAT NORTHWEST.

The picturesque wildness of Northern New England with the rock-ribbed hills, limpid lakes and dashing waterfalls, which have an unfading charm for the thousands who gather there from every section of our wide domain, and from the far off nations beyond the sea, is no longer the sole attraction for those who search for the wildly picturesque in the northern regions of the Republic.

Facilities for travel have been so extended, the desire for change is so universal, that, with each return of the pleasure season, thousands seek respite from monotonous toil and release from the enervating effects of tropical climates in that new and almost limitless region known as the GREAT NORTHWEST.

The tourist and the traveler of to-day sometimes turns away from the charms of older landscapes, and treading the pathway of growing empire, studies that vast landscape and looks with admiration on that grand panorama which Nature spreads in reaches so vast, limitless and fair; not measured by roods or acres, but lying in wide rolling billows of green, cut by streams that traverse a continent, by railway lines that span areas wider than the extent of ancient civilization.

The great States of the Northwest each pour into the granaries and trade-marts of the world those special products which are the particular source of wealth in each separate State. ILLINOIS

with its 3,000,000 of population, is a vast grain and stock producing State. MINNESOTA, with hardly two decades of development, already produces a grain crop which, computed in aggregate, staggers the intellect which seeks to comprehend it, and, from its more sterile northern portion, sends a harvest of lumber which supplies a vast region of timberless plain. WISCONSIN lies upon the wide belt, which, in its southern portion, smiles with harvests and reaches to the northern region of pine from which immense supplies of lumber go to all parts of the country, and extends to the mineral regions of the northern lakes. IOWA, spanning the reach of green and fruitful table land which stretches from the Mississippi westward to the turbid Missouri, yields to the tiller of its fertile soil a rich harvest, and sends to the markets of the world its cattle, not "from a thousand hills," but from its great plains.

The peninsular State of MICHIGAN adds to its enormous fruit crop and grain and stock-raising interest, the product of ores from the northern lake region. To one unused to the importance of this interest it may seem incredible that one line of railway—the Chicago & Northwestern—have three thousand cars on their northern line for the exclusive transportation of ores.

Reaching over this great tract of fertile country, larger in area than the empires that formerly ruled the world, the railway system throws an iron net-work of circulation—the veins and arteries of trade and commerce—over which speed the life currents of traffic.

Were we to select, among the rival lines, one best illustrating the far-reaching extent of country traversed, and interests subserved and developed, the network of railway lines, under the management of the Chicago & Northwestern Railway Company, might best illustrate our purpose. Diverging from Chicago—the heart of this northwestern region—equipped with every improvement known to the mechanical world, grasping the vital forces of nature's lavish breast and giving facilities for swift and profitable interchange of commodities, tapping the undeveloped region lying far to the west, full of possible riches, and waiting the touch of intelligent industry, the lash of enterprise, to roll back plentiful harvests or rich yield of metallic values to the pioneer who

dares to enter and possess the land, such an organization becomes a power in the business world, an agent of civilization and enterprise not to be ignored.

The machinery necessary for the operation of an extensive network of railways, combined under one management, is so extensive that one unused to the extent of interests subserved by a great railway line, or network of lines combined in one, will hardly comprehend the full extent of labor and responsibility required in the details of management or the capacity for organization and control necessary to insure success. Twelve thousand five hundred men are employed in the various departments of the road, and are upon the pay-rolls of the company. Three hundred and seventy-five locomotives furnish the motive power. Two thousand and three miles of road are operated on the different divisions. One hundred and eight passengers took the initial stages of a trip around the world during the past year, going to San Francisco by this route, thence by Pacific Mail Steamship Company's boats to China.

A passenger and freight business which reaches so far away from the base of operations requires agencies in China, Japan, Australia and the Sandwich Islands.

Radiating from Chicago, the network of roads that here converge at this natural centre, gives full supply and accommodation to residents of suburban villages and towns, returning the farm products in exchange for goods and supplies. This surrounding country within one hundred miles of Chicago is in a state of development indicating progress more complete than many suppose. Manufacturing, though of a different class from that carried on in eastern cities, covers a wide range of production. The great amount of farm machinery, carriages, building materials and iron machinery and utensils needed for the inland trade is produced largely in the cities and towns of the west. At Elgin, on the Rockford & Freeport branch of the Chicago & Northwestern Railroad, the manufacture of American watches of every pattern known to modern manufacture has grown to be the leading business of the flourishing town which has grown up here at this point.

CHAPTER II.

TO OMAHA AND CALIFORNIA.

The traveler who leaves Chicago for the trip to the Pacific shore, or for the grand trip around the world will go by the air line, crossing the fertile belt of country lying between Chicago and Clinton, Iowa. The Freeport Branch diverges at Turner's Junction for Belvidere, Rockford and Freeport. Geneva, Dixon and Fulton are important points on this route, across the Garden State of the Union, and

CLINTON, IOWA,

is the terminus of the Illinois division of this Road—a city of 8,000 inhabitants—an important point for lumber and other classes of manufacture and an enterprising trade centre. The construction and repair shops of the Iowa division of the Chicago & Northwestern Railway are located here and \$50,000 is dispensed each month for skilled labor. At this point connection is made with the Chicago, Clinton & Dubuque Railroad to Dubuque, thence over the Chicago, Dubuque & Minnesota Railroad to McGregor and La Crosse.

Proceeding westward from Clinton connection is made at Cedar Rapids with the Burlington, Cedar Rapids & Minnesota Railroad for Vinton, Waterloo, Cedar Falls and Independence, *through the Valley of the Cedar River, one of the finest and most fertile river valleys in the world.*

On this Iowa Division of this Railway line are several important points, and the tourist cannot fail to be interested in the country through which the line of Road passes. In CEDAR RAPIDS are some of the largest Pork Packing establishments in the country, and in the fertile tract surrounding the city are several Norwegian settlements; these hardy settlers make the production of grape wine a specialty, and have brought the processes of manufacturing wines to a good degree of perfection.

Continuing westward, at the geographical centre of the State, the fine town of MARSHALL, with its permanent business streets, commodious and ornamental school and public buildings, is the point of connection with the Central Railroad of Iowa, giving a northward connection across the State with the system of railways in Minnesota, and southward with all the southern lines of Iowa and Missouri.

Just west of Marshall, the first Indian encampment seen on your western tour is found, near TAMA. This sorry remnant of a fading race preserves many of the characteristics of nomadic life, and, to one unused to Indian life and peculiarities, this oasis of savage life in the midst of civilization is a place of interest. The next important place on this line that we shall notice is at AMES, where connection is made with the Des Moines & Minnesota Railroad. Near this fine western village is located the

STATE AGRICULTURAL COLLEGE

and model farm. There are over one hundred students at this institution, and the management is progressive and efficient, much attention is given to the breeding of blooded stock, and to improvement in every part of agricultural operations.

Further westward, at Grand Junction, connection is had with the Des Moines Valley Railroad for Fort Dodge; just west of Grand Junction the road crosses the divide between the Mississippi and Missouri Rivers—the highest point of land in the State; westward from this divide, the railway follows the valley of the Boyer to the Missouri valley at Missouri Valley Junction, connecting at that point with the Sioux City & Pacific Railway for Sioux City and Yankton—one of the most approved channels for reaching the Black Hills country—the future Eldorado of the west.

In crossing so wide a belt of country many peculiarities and natural features are observable, not likely to be noticed by the passenger whirled over the rolling surface with the speed of modern travel. From a point five miles west of Ames to near Boone Station, a belt of five or six miles across, such peculiar magnetic influences are observable that the electric combination locks on the safes of the express and pay department cars cannot be worked until the region is passed, showing a vein of electric force of great power—one of those operations of nature of such subtle character as to be known only by the visible effects.

In the valley of the Boyer has been found many wonderful animal remains, teeth of mastadons as large as the amplest family Bible or a volume of Webster's Unabridged. A portion of a tusk, six feet in length, forms the arch in the mantelpiece in the Superintendent's office at Boone. It is evidently but about three-fifths of the entire tusk and is a regular curve.

Far back, in primitive periods, it is evident a class of monstrous growth in animal and vegetable development made these smiling valleys populous with their elephantine tread and monstrous growth, ere some cooling process of climatic change made the rich valleys just then emerging from the floods habitable for man and beasts of burden and use. It would seem that nature had her sportive period, when the animal creation was hugely grotesque in proportion and outline, wallowing in rank forests, huge vegetable growths, and sporting in the semi-solid crust of the new earth, giving way in time to the useful genera more in keeping with the wants and needs of men.

From Missouri Valley Junction the road follows down the Missouri valley to COUNCIL BLUFFS—the old Indian Council ground. The earliest explorers here held a Council with the Indian tribes early in the present century. The Mormons here made a settlement some thirty years ago. The place has now some 12,000 people and is the county seat of that fertile and extensive agricultural county, Pottawattomie. The city lies on a plateau of the western bank, some three miles from the bluffs of the river. From the transfer grounds at this point the Missouri is crossed by the "Great Iron Bridge" to

OMAHA.

The entire line of railway passed over to reach this point from Chicago is laid with steel rails and furnished with all the appliances, conveniences and safeguards of modern travel; riding over these wide prairies in parlor cars, furnished with all the conveniences which ingenious rivalry has devised, journeying is robbed of many of its heretofore inseparable hardships, and what was once exhausting and laborious becomes rest and pastime.

This truly western city, formerly the capital and now the chief city of the new State of Nebraska, is on an elevated plateau fifty feet and more above the river level at high water. It is the eastern terminus of the Union Pacific Railway, and has some twenty thousand inhabitants, with an ample plan of streets, giving almost unlimited facilities for building. Street cars reach important points in the city, and there is an air of activity and brisk progressive life about the town not observable in older cities.

The first attempt at settlement was in 1854. The Government building, of Ohio freestone, is a fine structure, costing over \$300,000. The school building, on the highest land within city limits, is an imposing structure, and from its elevated location and peculiar architecture, is a landmark for miles. The erection of this, one of the finest school buildings in the west, is highly creditable to the public spirit of this community.



THE GRAND CENTRAL HOTEL,

one of the largest and best hotels west of the Mississippi, or we might say in the west, is under the management of GEORGE THRALL, Esq., proprietor. This house is creditable alike to the efficiency of the manager and the public spirit and liberality of the company of citizens who erected it.

Smelting works, an extensive trade, and the shops, offices and warehouses of the Union Pacific Railway, add to the importance of the place as a business centre. The military barracks here accommodate 1,000 men.

At Omaha the Chicago & Northwestern Railroad connects with the Burlington & Missouri River Railroad in Nebraska for Lincoln, the State capital, and southwestern points. The Omaha & Northwestern Railroad, and the Omaha & Plattsmouth branch are both in operation.

The important transcontinental connection is with the Union Pacific Railroad at Omaha. With this journey across smiling plains, desert reaches of hundreds of miles, wild ravines and lakes of unknown depth, shadowed by mountains severely grand in their grim and majestic outlines, we must deal quickly, and the material which should, and richly might, fill a volume, must be condensed upon a page. The valley of the Elkhorn River gives you the first glimpse of the better lands of Nebraska, and thrifty settlers have not been slow to avail themselves of the natural advantages.

Passing through the flourishing young city of Fremont—a business and railway centre—the way is up the broad valley of the Platte River. Along this valley went the overland wagon trains of anti-railroad days, and where the red man often disputed the right of the pioneer to invade the unbroken possession of his hunting grounds.

Of the stations and scenery along this portion of the route space forbids even mention.

NORTH PLATTE CITY

is located so as to be the natural outlet for the North Platte country and the Big Horn and Powder River valley, along which *railways are projected which are to tap one of the most fertile sections of the "far west."*

Time and space fails when we mention even by name the stations of this line. The once important Julesburg—a point of departure for Colorado, New Mexico, and the South—SIDNEY, a military and an eating and water station on this line of railroad, with PRAIRIE DOG CITY and its thousands of canine inhabitants, who appear to be as happy as residents of any city ought to be where poor laws, election riots and tax-lists are unknown, are noticeable points. As you near the eastern boundary of WYOMING the great grass valleys are entered, to be the great grazing region of the continent, at CHEYENNE, which is the largest town in the eastern half of the Union Pacific line. Close connection is made with the Denver Pacific line for Denver, Greeley, Golden, Black Hawk and the Denver and Rio Grande country. Passengers reaching this point by the Chicago & Northwestern Railroad and connections, have a view of the Rocky and the whole chain of Colorado mountains, while by southern lines of approach they see only the level reaches of plain. Cheyenne is the point of departure for forts LARAMIE, RUSSELL, FETTERMAN, CASPER, RENO and PHIL. KEARNEY.

The Denver Pacific Railroad is the key to the mining region and the wonderful Rocky Mountain scenery of this mediterranean land. DENVER is six thousand feet above sea level and is fast becoming a health resort for the south and southwest. In the dry air of this elevated region those afflicted with pulmonary diseases or reduced by the excessive heats of southern latitudes find all the luxuries and conveniences of eastern cities, a population of 15,000 souls and all the public improvements and modern conveniences for entertainment and travel to be had in any city of its size. Long's Peak, Pike's Peak and the great Colorado Parks with the range of lesser summits are all best reached from this point. A whole chapter would be insufficient to describe the wonders of the Colorado country.

But a large army of travelers, to whom time is valuable, will not be drawn from the main line by any attractions however novel, but will pass on through the territory of WYOMING. SHERMAN, the most elevated station on the transcontinental line, is 8,242 feet above the level of the sea. At this altitude one whose lungs are not perfect will, no doubt, have difficulty in

breathing the dry and rarified air of this high region. Loneliness and desolation will oppress those to whom populous activity are essential to enjoyment, if they tarry in these "high places" of the country. Game and fish are here in abundance, but the hunter must take care that he himself is not hunted by some of the wilder species of game.

The railway line is between the Black Hills and the Rocky Mountain chain from this point for several hours westward, over dizzy trestle work and yawning ravines, in sight of sentinel peaks of distant mountains, over reaches of sage brush and saline plains that seem interminable, past "the thousand mile tree," the train speeds westward to

OGDEN,

the point of union for the two great divisions of the great transit line to the Pacific slope. We are now in UTAH, the home of the Mormons. Ogden is mostly Mormon, and

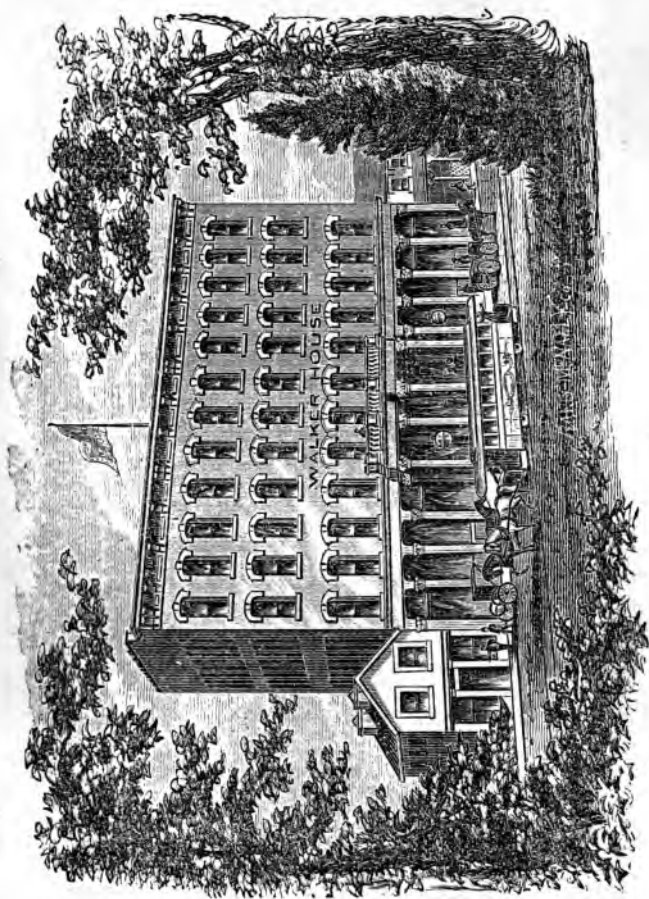
SALT LAKE CITY,

distant thirty-six miles, is reached by the Utah Central Railroad. This far famed home of a far famed and peculiar people is located at the foot of the Wasatch Mountains, in the gorges of which the ice and snows of years outlast and defy all summer heats. It is a quaint and peculiar city, the home of a peculiar people. Many of the buildings are constructed of sunburned brick, giving it the appearance of a foreign rather than an American city.

The Temple and The Tabernacle are immense structures of peculiar architectural design. This isolated city of the Latter-Day Saints is the centre of immense mining interests.

THE WALKER HOUSE

is a hotel where all can have the best of accommodations, the management giving patrons all that guests can require in the way of entertainment, with best of rooms, fare and attendance. ELIAS HOTCHKISS, Esq., late of the St. James Hotel, New York City, is the managing agent, and the many visitors to this quaint



city, surrounded by most impressive scenery, will here be hospitably and royally entertained. The

GREAT SALT LAKE

itself is one of the wonders of the far west, of which space forbids description.

Returning to the main line, and still pressing westward over the Central Pacific line, every league presenting some feature of interest to the stranger, CORINNE is reached, whence stage lines lead to the mines and Great National Park in Montana, and the wonderful region of the Yellowstone. Still on and across, along the valley of the Humboldt, that central plateau, lying east of the Sierra Nevadas, is crossed, with its canyons and palisades, over what exploration has left of the "Great American Desert," till, at RENO, connection is made with the Virginia & Truckee Railroad for VIRGINIA CITY, CARSON CITY, GOLD HILL, WASHOE CITY and STEAMBOAT SPRINGS. These towns are the enterprising mining settlements of Nevada. The great Comstock Lode is in this vicinity, the total production of which within the last seventeen years is fast rolling up a grand total of \$200,000,000. TRUCKEE is the staging point for Donner Lake, Lake Tahoe, the Sierra Valley, and the fishing and hunting region lying thereabout.

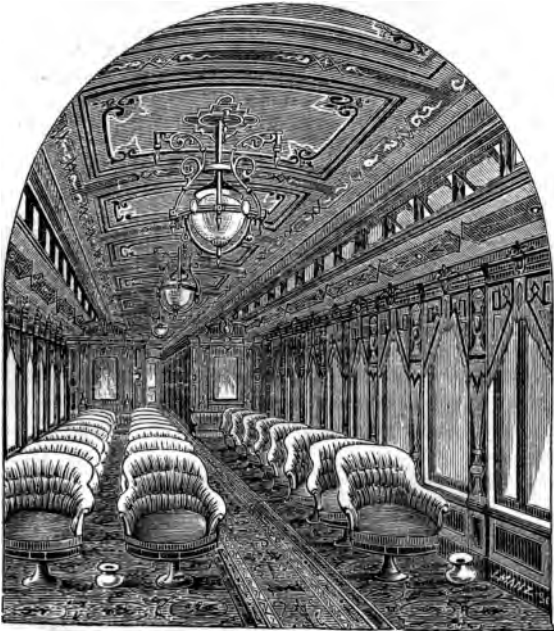
Going westward from Reno, the highest point on the Sierra Nevada Mountains is at Summit, where the railway reaches the altitude of 7,017 feet above the sea. The peaks of the range tower to 3,000 feet above this elevation. From this high dividing ridge the train seems to pass through miles of snow-sheds, so frequent and extensive are these projecting structures on this section of the line.

The view of the Great American Canyon, the tunnels and snow-sheds, and the rounding of Cape Horn are among the peculiar attractions of this part of the route. From Cape Horn you look down a sheer descent of more than half a mile into the waters of the American River. The overpowering grandeur of this outlook down into the yawning abyss cannot be made *apparent by the most vivid word painting.*

CHAPTER II.

THE ST. PAUL AND MINNEAPOLIS LINE.

This through line from Chicago to Minneapolis, Duluth and the Northern Pacific region opens up to the lover of the picturesque some of the grandest scenery of the northwest.



INTERIOR VIEW OF PALACE CAR.

THE PULLMAN PALACE CARS,

running through over this line, are not excelled by the sleepers on any other route. The line runs via Janesville, Madison (the capital city of Wisconsin), Elroy and Eau Claire. Two through express trains pass each week day over the entire line.

MADISON, WIS.,

is a fine substantial capital city, and is located among that beautiful cluster of lakes which gem the rolling prairie scene, made still more lovely by the luxuriance of the forest trees and the aids which art and good taste have lent to make still more attractive the picturesque surroundings of this western capital. The peculiar attractiveness of the surrounding country and the refinement and culture of society in this political centre will make this central city the favorite resort of the substantial and intelligent citizen for residence.



THE PARK HOUSE.

THE PARK HOUSE

has accommodations for over two hundred patrons, and M. H. IRISH, Esq., is the gentlemanly proprietor, who will give to guests all that can reasonably be expected or desired.

THE VILAS HOUSE,

O. P. PARSONS & Co., proprietors, is also a favorite resort for those who have shared the hospitality of the liberal managers.

If you tarry for a day or two here at the lake-surrounded capital you will find no end of fine drives or of opportunity for sporting. The grounds of the State University, one mile from the capital, are especially worthy of a visit for the beauty of location and the fine views afforded. A sail upon the pure lakes, a drive to points of view overlooking the fair region of which the city is the centre, or a few days of sporting on the lakes will amply repay all who enjoy quiet beauty and a landscape made up of blending diversities of scene.

The route to Madison from Chicago is through that network of western villages which have outgrown the crudeness and angularity of the far western town, and have not yet put on the straight-laced primness of the New England village. Two daily lines of palace cars leave Chicago (morning and evening), leaving summer tourists at the various pleasure resorts along the line. About thirty-five miles north of Madison, in a rent or gorge of the Wisconsin River Bluffs, surrounded by rocky walls of nearly four hundred feet in height is the

DEVIL'S LAKE,

surcharged, not with fire and brimstone, or hint of things satanic, as the name might indicate, but with limpid waters locked in a rugged rim of stone. The lake abounds in fish.



CHICAGO & NORTHWESTERN RAILWAY CROSSING, DEVIL'S
LAKE, WIS.

The particular objects of interest in this weird region space will not allow us to describe even by name. The Devil's Footstool and Pyramid Rock are masses of rock of peculiar outline.

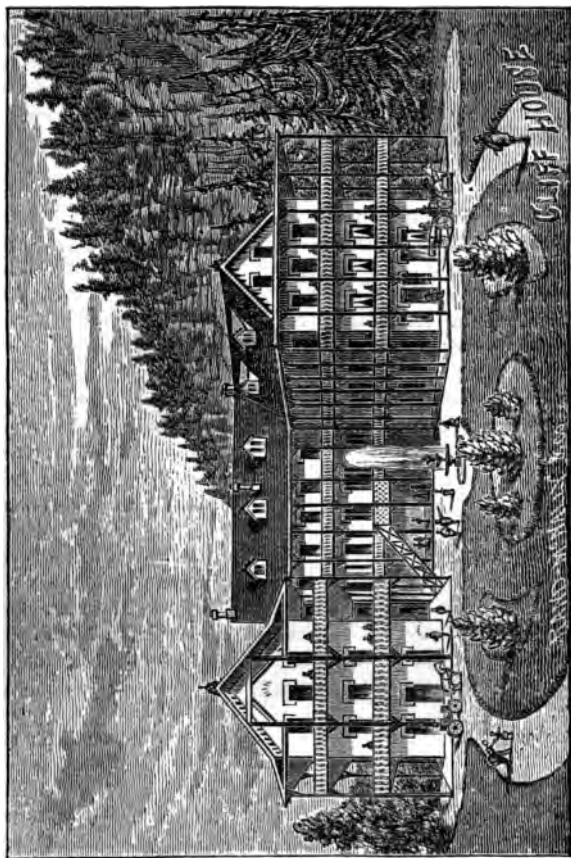


DEVIL'S FOOTSTOOL, DEVIL'S LAKE, WIS.



PYRAMID ROCK, DEVIL'S LAKE, WIS.

The lake covers about forty acres, enclosed by the high palisades of rock which have every appearance of an old ruin—a cold, bare and clean circular wall of cubical blocks of black igneous or volcanic rock, from four to ten feet dimensions, forming the shore and reaching to the summit. The lake is approached by a ravine on the one side, through which the railway enters and finds exit by a similar gap in the opposite wall. A fertile shelf of soil upon the shore is utilized as a grapery, and the Kirkwood Wine Cellars are excavated in this wall of cubical masses.



THE CLIFF HOUSE

is at the northern end of the lake, the railway passing between the house and the shore. P. B. PARSON & Co., who are also proprietors of the Vilas House at Madison, have this in charge

and patrons tell of immaculate housekeeping, sailing in the little steamer upon the lake, of water pure as quartz crystal, of the vineyard, of soft airs and incomparable sunsets; all of which, if you doubt, go see for yourself and find that the half was not told. The gentlemanly keepers of the hotel can be addressed at Baraboo or at Madison, Wis.

For fifty miles west of Baraboo valley the mountainous district of Wisconsin is crossed, giving scenery as romantic as upon the line of the Pennsylvania Central. Continuing on, the West Wisconsin Division commences at Elroy, and **BLACK RIVER FALLS** is the first place of note reached—a flourishing western town. **EAU CLAIRE** is an enterprising lumber town—a beautiful cluster of connected villages in the sterile pine barrens of the section. So noticeably marked is the change from the barren surroundings to the beauty of the town that the western orator likened it to the city of Damascus as viewed from the hill-tops by the Mohamedan prophet; a comparison not unlikely to suggest itself to any appreciative mind. On this section of the line, near Eau Claire and Menomonee, the famous Wisconsin pinery is crossed—the source of wealth to hundreds of manufacturers and operators.

After crossing the St. Croix River, at its outlet from St. Croix Lake, the line debouches and enters the Queen City of the Northwest, St. Paul's, over high hills, and you are within the Lake State of the Northwest. Minnesota abounds in lakes varying from the great lakes of the northern section, a score of miles in extent to the numberless smaller lakes covering scarcely an acre. All are filled with purest of water.

The central portions of the State after leaving the bluffs, that stand in rugged line along the west bank of the Mississippi, is a wide stretch of prairie extending far on to Dakota. The healthfulness of the climate, especially for those afflicted with pulmonary troubles, is acknowledged. The distance from any large body of water relieves the air from that load of chilling moisture which, in many localities, cut like a knife the sensitive membranes of the lungs. Over these prairies the westerly winds *sometimes* sweep with great force, and sudden changes are frequent, but the dryness of the atmosphere prevents the injurious *effects* of the sudden changes in the damp airs of the east.

ST. PAUL.

The approach to this northern city is along the line of perpendicular white sandstone bluff, at once sublime, picturesque and novel, and considered by travelers as among the grandest of American views. The road passes the cavern and subterranean lake known as "Carver's Cave," called by the Indians Wokau-tee-be — the Dwelling of the Gods. "The entrance is about five feet high; the arch within is about fifteen feet high and thirty broad; near the entrance is a lake of clear crystal water, the bottom of sandstone; the depth varies, the deepest yet found being thirty feet; it extends to an unknown distance. On the arch are hieroglyphics, very rudely done. At and near the entrance are pillar-shaped precipices and rugged bluffs, looking like deserted old castles thrown in ruin. On these bluffs is the Indian Mound, in which the Dakota tribes buried the bones of their dead, assembling here once a year for this purpose."

"The site of St. Paul is a series of four plateaux rising in steps from the river; the first forms the levee, and is occupied by railroad tracks, warehouses, depots, and offices; the second and third, with but slight difference in their elevation, about half a mile in width, and stretching for miles to the southwest along and above the river, form the main expanse, on which the business and much of the residence portion of the city rests; while the highest encircles this busy scene of business activity and active life." Few cities have such perfect drainage as this peculiar locality affords, and statistics of mortality show no healthier point in the whole area of the States. The drive on Dayton's Bluff gives an outlook that the stranger will remember with pleasure.

Fishing in the lakes, which lie within easy radius of St. Paul, is a favorite pastime. The hotels are well managed, and afford good accommodations, and elegant drives may be taken from the city to

MINNEAPOLIS,

the FALLS OF ST. ANTHONY, and that lovely waterfall so musical in the name even, the fair MINNEHAHA, the waters of which

*"Flash and gleam among the oak trees,
Laugh and leap into the valley."*

The genius of Longfellow has made the name a household word throughout the length and breadth of the land. An hour's ride will take you to Lake *Minnetonka*, one of the fairest lakes on the continent, the best locality for camping, hunting and fishing in the west. The lake is a series of bays and inlets, with every conceivable feature of shore and sweep of outline.

Minneapolis is 2,150 miles from the Gulf of Mexico, at the Falls of St. Anthony. This fall of seventy-five feet with a mile of rapids gives almost unlimited facility for the manufacture of lumber in the rough, and, in all the forms in which it is worked. The supply is from the pineries to the north, and great rafts are floated down to the monster mills which line the falls.

Perhaps it is on account of the plentiful supply of building material at this point, as well as to the enterprise of the people, that strangers are surprised at the beauty and apparent cost of the business blocks, public buildings and private residences of this northern city.



NICOLLET HOUSE, MINNEAPOLIS, MINN.

The requisite of a first-class house is not wanting in Minneapolis. Messrs. MCKIBBIN & VOSBURY are the proprietors, and

have added to the beautiful architectural plan and interior conveniences of the house, the still more essential requisite of capacity to manage all the departments of so extensive an establishment so as to give to patrons the best possible entertainment. Guests will find this to be one of the best of the hotels for which the leading cities of the West are becoming noted since the tide of travel moving westward and the small army of tourists who annually visit this region have made first-class accommodations necessary. A stay at this excellent house for a time, with trips to the lakes and the surrounding country, cannot fail to be a season of pleasure to all.

Over the Wisconsin Division of the Chicago & Northwestern Railroad the entire supply of the Hudson Bay Company and the Red River country passes to the north, and the return of products is an item of transportation of growing importance. As surely as time flies a great business is to be done along this northern line of the projected Northern Pacific, though for the present hope may be deferred to many who formed extravagant hopes of impossible progress in that direction.

CHAPTER III.

FROM CHICAGO TO MILWAUKEE, SHEBOYGAN, MANITOWOC, OR FOND DU LAC, OSHKOSH GREEN BAY, ESCANABA, MARQUETTE AND THE IRON AND COPPER REGION OF LAKE SUPERIOR.

The Railway line from Chicago, along the lake shore, is dotted with a series of towns and villages, in most of which the hot months can be spent with pleasure and the discomfort and heat of the cities avoided. After passing the suburban town of EVANSTON, and the attractive villages of Highland Park and Lake Forest, WAUKEGAN, ILL., is reached—a fine town of nearly 8,000 inhabitants, the county seat of Lake County, so called from the fifty and more lakes within its borders.

This lake town is becoming more and more a place of resort for the hundreds who, in the heat of summer, seek healthful localities and cultivated and quiet companionship in the retirement of the country. The mineral springs of this locality are becoming widely known.

THE GLEN FLORA SPRINGS,

though for many years having a local reputation, have not until within two or three years been known to the people at large for the proven value of the waters.

The springs are located on the line of the Milwaukee Division of the Chicago & Northwestern Railway. About sixteen trains

pass and repass between the cities of Chicago and Milwaukee daily. The location for quiet beauty is not excelled in this country, and, indeed, in the world. The springs are nestled in a beautiful ravine or glen, a very paradise for the florist, named "Floral Glen." This glen has been terraced for long distances by an experienced landscape gardener. A liberal expenditure of money is daily added to the natural attractiveness of this western health resort.

An analysis of the waters of this spring shows the absence of all objectionable mineral substances, while the valuable properties are present in peculiar combination, and, better than all, the invalids who have been helped or cured by the waters certify to the curative qualities of the springs. All the prominent residents of the city certify to the genuineness of the claims of the proprietors.

GLEN FLORA is a regular passenger station on the Milwaukee Division of the Chicago & Northwestern Railway, about one and a half miles north of Waukegan. The station is only a quarter of a mile from the springs and a newly graded road leads up the bluff to the locality.

Crossing the State line and going through the important points of Kenosha and Racine,

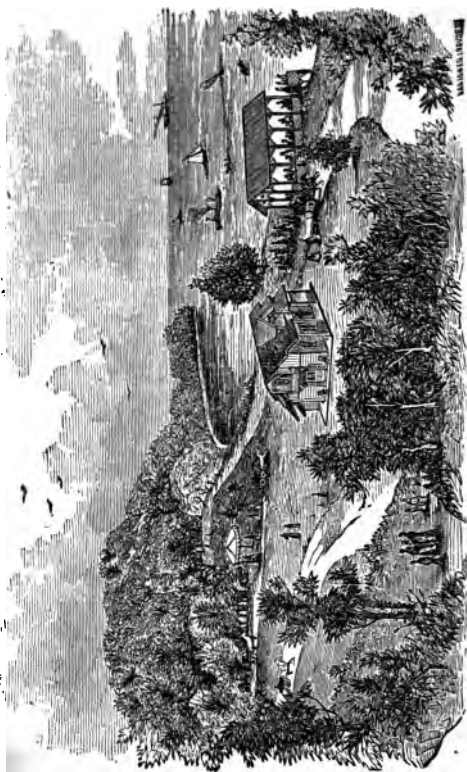
MILWAUKEE,

the metropolis of Wisconsin, is reached—the commercial centre of the State, and important among the cities of the northwest for the wealth, business enterprise and marks of progressive thrift here found. The city has about one hundred thousand inhabitants, and the situation overlooking the lake shore is healthful and attractive. The healthfulness of the city is proven by statistics, and is attributable, no doubt, to the slope of the streets, giving good drainage, the abundant supply of pure water and stringent sanitary regulations.

A peculiarity which strikes the stranger is the color of the bricks. The glaring red, so common in other cities, is here unknown, and walls of a cream color make the line of buildings upon any street of the city more pleasing than the abrupt contrasts of red walls with other surroundings. The city is noted

for its excellent hotel accommodations. The traveler can hardly fail of good cheer during his stay.

The suburbs of Milwaukee, especially the plateaus northward along the shore, are charming places of resort for the lover of the quiet beauties of nature, or for those having a taste for sports, sailing, fishing, and the like. Lake Avenue is the favorite drive of Milwaukee, and there are many beautiful scenes in the near vicinity of the city easily reached by charming roadways.



SUBURBS OF MILWAUKEE—LAKE DELLS.

From Milwaukee you can go either via SHEBOYGAN and MANITOWOC, or via FOND DU LAC and OSHKOSH, to GREEN BAY. SHEBOYGAN is a fine city, of about 7,000 people. The city, in the plan and arrangement of streets and buildings, is thrifty and attractive, and the drives in the vicinity are not excelled by any in the region. The chief attractions of Sheboygan are the healthfulness and coolness of its climate, lying as it does ten miles out in the lake.

The popular summer resorts along the line of the Sheboygan & Fond du Lac Railway may be easily reached. It is an hour's ride from Sheboygan to Elkhart Lake; three hours to the famous Mineral Springs at Fond du Lac; and five hours to Green Lake, the favorite resort of many who appreciate the beauty of the scenery hereabouts. This lake covers about eight hundred acres. The crystal waters are so pure and clear that the white sand and gravel of the lake bottom can be plainly seen at a depth of twenty-five feet. A steamboat, barge, and boats will run in connection with the trains of the Sheboygan & Fond du Lac Railroad, and convey passengers to any part of the lake desired.

FOND DU LAC.

The railroad facilities for coming to Fond du Lac are equal to those of any other interior city in the Union, as they extend from the city at nearly all points of the compass. The Chicago & Northwestern Railroad have two routes, that by way of Milwaukee or that by way of Janesville. The city is rich in manufacturing resources, and in wealth and population second among the cities of Wisconsin.

FOUNTAIN SPRING,

at Fond du Lac, has great celebrity for cures wrought, and is visited by hundreds each season.

Boating on Lake Winnebago—the Winnepesaukee of the West—on Lake de Neveu, and Elkhart Lake, all within easy reach, is a favorite pastime, while

GREEN LAKE

is perhaps the cosiest and merriest summer resort in the West.

There is no change of cars from Chicago, on the Chicago & Northwestern line, to Green Lake station on the Sheboygan & Fond du Lac Railroad, two miles from the lake. Carriages connect with all the trains. Dartford is the name of the village and postoffice at the lake station. The lodge at

SHERWOOD FOREST

was erected in 1874. The verandas are broad, the halls and rooms airy and inviting to comfort and quiet enjoyment. This forest is a natural sloping park, with drives and promenades unlimited, and scenery unsurpassed on every hand. The grounds overlook a scene in which wide prairies, forests and cultivated farms, with the lake itself, present a picture wherein the bold abruptness of the bluffs and ledges and the peaceful quiet of the fields happily combine.

Many villas and summer residences have been erected here, but the hotel of J. C. SHERWOOD, known as the "Sherwood Forest," in plan, location and surrounding, leaves nothing to be desired in the way of accommodation for the tourist or stranger. Steam yachts sail upon the fair waters of the lake, and carriages for driving, cold or hot baths, and the best of cheer, with table luxuries fresh from the fields and farms, are here in abundance.

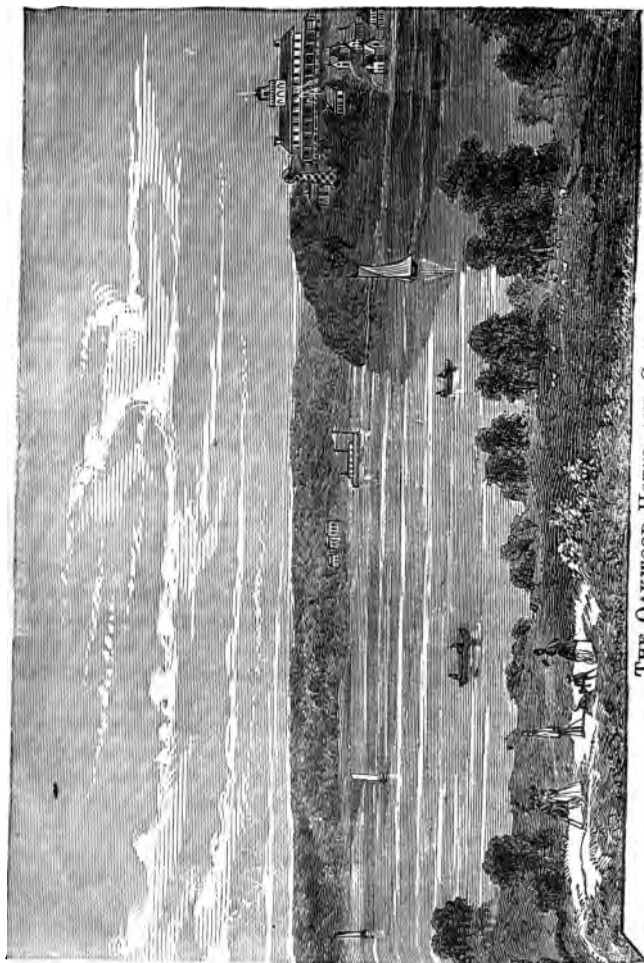
THE OAKWOOD HOTEL AND GROUNDS

are also located upon the banks of the lake, and give added facility for accommodation to visitors and patrons.

The route via Chicago & Northwestern Railroad, Crystal Lake and McHenry, Ill., will take you to that beautiful summer resort

GENEVA LAKE,

which has, of late, deservedly become a favorite resort with summer visitors. The village is pleasantly situated at the foot of the lake and has all the requisites for pleasurable stay, among them *the hotel accommodations* are superior.



THE OAKWOOD HOTEL AND GROUNDS.



THE WHITING HOUSE

is a first-class hotel, complete and full in all the requisites of a summer home.

LAKE ZURICH,

reached by the same route, has become known to the many only within the last two years. Hundreds who cannot afford either the time or outlay to reach more distant points, can here find, within an hour and a half of Chicago, the quiet and beauty they seek.

Lake Zurich is enclosed with beautiful groves, among the openings of which lawns slope down to the pebbled beach, where the pure waters lave the shore. The lake abounds with fish, the principal of which are pickerel and black bass.

JANESVILLE

is too well known to need particular description. It is a fine place for residence with luxuriant surroundings and is noted for *its pleasant homes*.

WATERTOWN,

at the junction of the Wisconsin Division of the Chicago & Northwestern and the Milwaukee & St. Paul Railroads, is an important junction. It is built on the site of the old Indian village.

THE BAY STATE HOUSE

is the Junction House of note for good accommodations, and is well patronized by the large numbers who travel by these popular routes.

OSHKOSH,

on the fair Lake Winnebago, is a flourishing city. It is built on the site of an old trading post. Here was the paradise of Indian life, his choicest hunting grounds, its waters teeming with fish, its woods, pastures, and rich prairies filled with game. The city has one of the finest commercial sites in the northwest, at the mouth of the Upper Fox river, on the shore of Lake Winnebago. The site has great natural beauty, overlooking picturesque lake and river scenery. The great fire which visited this city, in the spring of the present year, will be fresh in the minds of all readers.

This city possesses rare natural features. The climate is not surpassed in healthfulness. The scenery is lovely. The surrounding country is beautiful, with excellent roads, affording delightful drives and picturesque views of lake and river scenery. Wild game is abundant in the vicinity. The waters abound in black and white bass and other fish, and trout are plentiful in streams within a day's travel. Yachting is the favorite sport of the citizens of Oshkosh, and they have unlimited opportunity for indulging in their favorite pastime.

NEENAH and MENASHA are both places of note on the route which leads northward to

GREEN BAY.

Green Bay is noted as having been one of the first settlements made by white men, and is without a rival in the State in the inducements it offers to summer tourists. The city is surrounded on all sides but one by water; lying in this State at the conflu-

ence of the Fox and East rivers. It is on the line of the Chicago & Northwestern Railway, two hundred and fourteen miles from Chicago, and is reached direct only by this line of road. It has also connection, through the Green Bay & Minnesota Railway, with Winona, St. Paul, Minneapolis, and all of northern Minnesota. Green Bay, with its suburbs, contains a population of 12,000 to 15,000 persons. It is noted for the healthfulness of its climate, enjoying almost entire immunity from all epidemic diseases. The city is laid out with great precision and regularity, its streets being all broad and straight, and the most of them are shaded by rows of magnificent old maples, elms and poplars on either side. The bay has a gently shelving, gravelly, or sandy beach, and bathing in the pure, crystal waters is a favorite pastime. There are also excellent fishing grounds and plenty of fish, with good hunting in its season.



THE FIRST NATIONAL HOUSE

is the leading hotel in Green Bay, and is every way worthy of patronage. The proprietor is J. E. DOWE, who in every particular of management has few equals, and will give to guests all that can be asked. Many visitors from the South spend their summers *at this point*. On the route from this point to Lake Superior,

ESCANABA, MICH.,

is a place of much resort. The pine forest is on one side, and the bay and river wash its other borders. During the hottest of the summer months the thermometer ranges at about eighty degrees, averaging but sixty-five degrees during the entire summer season. The place is rapidly becoming one of the most popular summer resorts of the Lake Superior district. Seven thousand tons of iron ore are brought to the docks at this point each day.

MARQUETTE

is on the south shore of Lake Superior, four hundred and thirty miles from Chicago, reached only by rail via the Chicago & Northwestern Railway, at the eastern terminus of the Marquette, Houghton & Ontonagon Railroad, and is the centre of the great iron region of Lake Superior. The principal business interests are those connected with mining.

Marquette is well supplied with excellent hotels and large summer boarding houses. The city is beautifully located on the Bay of Marquette, which is a deep indentation of the shores of the lake. The town is well built, its streets wide and clean, and well paved. Its people are refined, educated, and extremely sociable and kindly. On the Bay you have unequalled facilities for boating, and its waters are filled with *gamey* fish, which seem eager to reward the angler, as they are caught in great abundance with but little labor.

From Marquette you can take steamer for Sault St. Mary, for Isle Royal, St. Ignace Island, Fort William, or any point on the north shore of Lake Superior. On that shore you will find nature in all her wildness.

You can go via Houghton & Ontonagon Railroad to L'ANSE, or by steamer to

DULUTH,

that much talked of northern settlement, "the zenith city of the unsalted seas," as it was termed by the facetious Kentucky orator. The city is somewhat under a cloud since the "Northern Pacific" received so effectual a set back.

Time and space fail even to mention the mines, the wild scenery, the Islands, "pictured rocks," and numberless novel scenes of this northern region.

CHAPTER IV.

THE MINNESOTA ROUTE FROM CHICAGO TO LAKE KAMPESKA, IN DACOTA.

Take the cars of the Chicago & Northwestern Railway and proceed via Crystal Lake, Janesville and Madison to ELROY, thence westward over the Minnesota Division of the Chicago & Northwestern Road to the terminus in Colorado.

This line starting from Chicago leads across the state of Wisconsin and spans the entire central belt of the new state of Minnesota, and well into the "Land of the Dacotas."

Leaving Elroy you soon reach the incorporated village of Sparta, a town of 4,000 inhabitants. Its surroundings are picturesque, and even romantic. To the northwest, and at a distance of five miles, can be seen Castle Rock towering majestically to a height of seven hundred feet above the level of the river, standing like a silent sentinel on the top of the encircling cordon of bluffs that surround the valley. From its lofty summit can be seen the blue hills of Minnesota, across the "Father of Waters," and an extended panorama of hill and dale is presented to the admiring gaze. Pleasure drives and hunting grounds are numerous. Delightful camping places and picnic resorts are everywhere to be found beneath the ridges that encircle the town.

The Mineral Springs of Sparta are becoming widely noted.



MINERAL SPRINGS, SPARTA, WIS.,

Nature seems to have combined in the waters, more successfully than the most learned physician can compound, the curative properties needed to aid the system in resisting disease.

Twenty-five thousand people visited the springs in 1874, and special analysis demonstrates the value of the medicinal virtues in the same.

Dr. Nichols has here established his famous baths, and those needing *medical* treatment can have the benefit of the waters and

also the experience of an eminent physician. The greatest proof of the efficacy of the treatment is the success which has attended it in nearly every case.

After leaving Sparta you can proceed westward to Winona Junction, where a line diverges to LACROSSE, and the regular route continues to

WINONA,

on the west bank of the Mississippi River, the eastern terminus of the Winona & St. Peter or Wisconsin Division of the Northwestern Railroad. Winona is a flourishing river town, and one of the finest points for residence in the State. The educational facilities and business activity of the town are features which make it desirable for residence.

Westward from Winona the line for a few miles passes through the rugged bluff line, and for a time the traveler wonders where the smiling prairies and boundless ocean of green is to be found as he is whirled through ravines and excavations in the limestone of the hills. But soon you enter the fine region of eastern Minnesota which surrounds ST. CHARLES, ROCHESTER and OWATONNA, and continue over much the same kind of country to ST. PETER, making meanwhile a short divergence to MANKATO, the enterprising interior city of this region, and intersecting at St. Peter with the St. Paul & Sioux City Railroad.

NEW ULM

is the county seat of Brown county, and is emphatically German, the population being almost entirely of that nationality. It is noted as being the point of attack in the bloody Sioux war of 1862, and as the place where the wave of savage lawlessness was stayed and the tide rolled back, not without the loss of many lives and the burning of nearly all the town.

Westward from this point it is a new country. SLEEPY EYE LAKE, MARSHALL, and the new stations along the line give a growing local business, and the terminus at LAKE KAMPESKA takes the traveler well into the Dakota Valley and the heart of *what was* once the home of the Sioux.

This route affords a near line to the **BLACK HILLS**, to which adventurous spirits are now turning, and the traveler who seeks the "far west" and contact with the people of the "border," will here find his curiosity gratified, and a hardy, generous and communicative people he will find them, whether surrounded by the comforts of new found independence, or in the sod hovel or board shanty which serves for temporary use. The courage of these hardy settlers is sublime. When "strapped," (the border word for failure,) they go cheerfully on to repeat the operation in newer localities, or, as oftentimes occurs, to win a fortune after years of privation and struggle.

This route passes through the heart of the bloody ground where the Sioux made their attack along the whole line of frontier settlements in Minnesota—the last organized and extended effort of the savages to regain supremacy. The tales of outrage and suffering endured by the hardy settlers are still fresh in mind, and an Indian would probably be safer anywhere in the country than along the line of his war path in the central counties of Minnesota.

ROUTE.

Boston to Chicago, via Central Vermont, Grand Trunk and Michigan Central Line.

This northern route is much patronized, especially by lovers of varied scenery, and those who, while journeying, keep both eyes and ears in active service. The route is along the Merrimack Valley to Concord, N. H., thence northward, crossing the Connecticut at White River Junction and winding among the picturesque Vermont hills, one of the finest summer routes in the country, reaching the Champlain Valley at

ST. ALBANS,

one of the finest and most flourishing interior towns in the State. Here if you stay even for a few hours you can have one of the finest views in New England from the hills near by, or princely entertainment at the WELDEN HOUSE. From this point you proceed direct to the commercial metropolis of Canada,

MONTREAL,

passing over the great VICTORIA BRIDGE, the wonder of modern engineering, two miles in length, including the stone approaches. It is supported on twenty-four piers and cost over \$6,000,000. The attractions of this northern commercial centre are many and will amply repay the stranger for a few days stay, but the connections are close and you may proceed directly over the Grand Trunk Railway via Prescott, Kingston and Toronto to

DETROIT, MICH.,

one of the most substantial of western cities, where a stay of a few days cannot fail to be pleasant, especially if you are quar-
red at the



BIDDLE HOUSE,

D. M. MAXWELL, proprietor. This house is strictly first-class, has three hundred and seventy-five rooms, with unequalled accommodations on first floor for commercial travelers, and Railroad Ticket and Telegraph offices in the house.

The connection west from Detroit is over the Michigan Central Railroad, one of the oldest and most reliable of the rival lines which cross the Peninsular State, and transit to Chicago is speedily and safely made across the fertile region of country traversed by this line.

But one change of cars is made by passengers over this route, and the diversity of appearance in the sections of country crossed cannot but be of interest to the close observer. Commencing with the rugged scenery of New England hills, and passing over the plains of the St. Lawrence valley, and along the northern shore of Lake Ontario, the latter part of the journey is over the prairies of the West, giving a variety of scenery and experience that prevents all idea of monotony.

A different route is often taken, diverging at St. Albans, for OGDENSBURG, and crossing the St. Lawrence to PRESCOTT, on the Grand Trunk Railroad at this point, and thence westward as before described. Parlor cars run through over this line, and tickets may be had at the General Agency, No. 322 Washington street, Boston, or at railway ticket offices.

ROUTE.

Over the Boston, Concord and Montreal and Southeastern Railroad to Montreal, thence westward as in previous route.

This route from Boston is along the Merrimack Valley to Concord, N. H., as in the preceding route, thence via the fair lake Winnepesaukee and Plymouth, N. H. (dining station), thence to the Connecticut Valley at Wells River, and over the Passumpsic and Southeastern Railroads to Montreal. No change of cars between Boston and Montreal. Parlor cars on all express trains. This route is a charming one in the warm season, giving every variety of scenery, from the smiling intervale to the rugged, mountainous districts of New Hampshire and Vermont.

Ticket Office, No. 240 Washington Street, Boston, or at Railway Ticket Offices.

ROUTE

From Boston to Chicago, via the old Boston & Albany, New York Central and Michigan Central R. R. routes.

Starting from the station in Beach Street, Boston, this line is through the fine suburban country in eastern Massachusetts, the inland cities of Worcester and Springfield, among the green hills and valleys of western Massachusetts to Albany; thence over the New York Central Railroad via Syracuse and Rochester, to Niagara Falls, where all who can will wish to view the wonder of the North American Continent, the Rapids and Falls on the Niagara River, of which many have written and which many have essayed to describe, but which must be viewed to be fully appreciated; thence over the Great Western and Michigan Central Railway, through Canada and across Michigan to destination.

Or, leaving the New York Central at Buffalo and crossing the great international bridge, go by the Grand Trunk Railroad to Detroit, and from that point westward by Michigan Central line.

ROUTE.

From Boston to New York, by either all rail or Sound Boats, thence by Pennsylvania Railroad via Philadelphia and Harrisburg, and Pittsburg and Fort Wayne to Chicago.

The rival routes from Boston to New York, either by rail route via Worcester, Springfield and New Haven, or via Providence and Stonington—the Shore Line, so called—are too well known to need description, and the boat lines from Fall River, Stonington and Norwich are no new aspirants for favor.

The route from New York, via the Pennsylvania Railroad, is one of the most substantial lines in the country. The roadbed throughout is ballasted with broken limestone, rendering it free from dust and the action of frost. The ponderous engines on this line surmount the heavy grades, and sweep around the curves of the Alleghanies with hardly a jar to the elegant cars, so well is the road ballasted, and so excellent is the system of engineering and running of trains.

It is desirable for all who can to make the trip over the mountains in the day time. The magnificent scenery of the mountainous district is not excelled by that on any railway line in the Eastern States, but by the use of powerful locomotives, the long train mounts to the divide without delay, giving views of wild ravines, rugged mountains and valleys, sweet as sun ever shone upon.

The line passes through the old capital city of HARRISBURG to the "Iron City" of Pittsburg—a city of smoke and cinders—but a busy hive of industry, a place of substantial wealth; thence by the Pittsburg & Fort Wayne Division across the State of Ohio to FORT WAYNE, in Indiana, and thence westerly to CHICAGO. The majestic beauty of the Pennsylvania hills is not so often dwelt upon as the scenery of other regions more favored as pleasure resorts, but many who seek relief from the damp eastern winds which irritate the sensitive membranes of the lungs, will find

among the highlands of Pennsylvania the same exemption from the harsh fog-laden winds of the east as they do in the high plateaus beyond the Mississippi, without the enervating effect found in southern latitudes.

On this route connections are sure, Pullman cars are run on all through trains and every convenience known to modern railroad travel is provided for patrons of the road. The eating stations are superior in accommodations, given in the depot building, and all the property of the road indicate, in the style and strength apparent, the powerful corporation in management.

ROUTE.

From Boston via Boston & Albany Railroad and New York Central Line to Buffalo, thence over Lake Shore and Michigan Southern Route.

Leaving Boston the route to Buffalo is the same as by routes previously described, thence the route is by the Lake Shore route, via Cleveland and Toledo, and by Michigan Southern route to Chicago. This is one of the most popular routes to the west, and trains are run with greatest regularity. All that any railway line provides in the way of improved rolling stock and superior facilities for sure, comfortable and rapid transit the management of this enterprising line supply. No finer Pullman cars are found than those run over this road. Tickets may be had at the General Agency, Old State House, Boston, or of Railway Ticket Agents generally.

CHICAGO.

Coming by whichever of the routes, previously mentioned, you may, and landing in this characteristic western city, the stranger will find much to interest and admire in this Queen City of the Great West. After his journey the traveler will probably be anxious to find rest and a temporary home during his stay, and if he tarries either at the **GRAND PACIFIC HOTEL**, or at the **PALMER HOUSE**, he will be royally entertained, for they are second to no hotels in the country for the completeness of accommodations and elegance of building and furnishing.



GRAND PACIFIC HOTEL.



PALMER HOUSE.

Of the sights and peculiarities of Chicago, ask any active Chicagoan, (and what resident is not active,) and you will be fully informed, for every citizen has faith not only in the present greatness of his western home, but in a future, which, if expectation be realized only in part, will be brilliant beyond compare.

LAKE MEMPHREMACOG.
Memphremagog House,
NEWPORT, VT.

W. F. BOWMAN, - - - Proprietor.

THE ROUTES TO REACH NEWPORT.

FROM NEW YORK.—Via New Haven, Springfield and Connecticut River R. R. Via Hudson River boats, Saratoga, Lake George, Burlington, Central Vermont R. R., via St. Albans and Richford, or Montpelier and Montpelier & Wells River R. R.

FROM BOSTON.—Via Boston & Lowell, Boston, Concord & Montreal, and Passumpsic Railroad.

FROM MONTREAL.—Via South Eastern Railway.

FROM QUEBEC.—Via Grand Trunk R. R. to Sherbrooke, P. Q., and Massawippi and Passumpsic Railroad.

These routes are the most direct from Montreal and Quebec to the White Mountains. For further information apply to

240 (old 94) Washington St., Boston; 9 Astor House, New York; 202 St. James Street, Montreal, P. Q.; Opp. St. Louis Hotel, Quebec, P. Q., or to **W. F. BOWMAN, Proprietor.**

BROOKS HOUSE,

—BY—

CHAS. G. LAWRENCE,

BRATTLEBORO', VT.

NOT EXCELLED BY ANY HOTEL IN THE STATE

For Elegance and Completeness in Every Department,

Offering to the traveling public attractions, facilities and comfort not inferior to the best and most noted hotels.

THE LOCATION IS FINE AND CENTRAL,

Situated as it is on one of the widest, pleasantest and most traveled avenues in the city.

ROOMS, BOTH SINGLE AND IN SUITS,

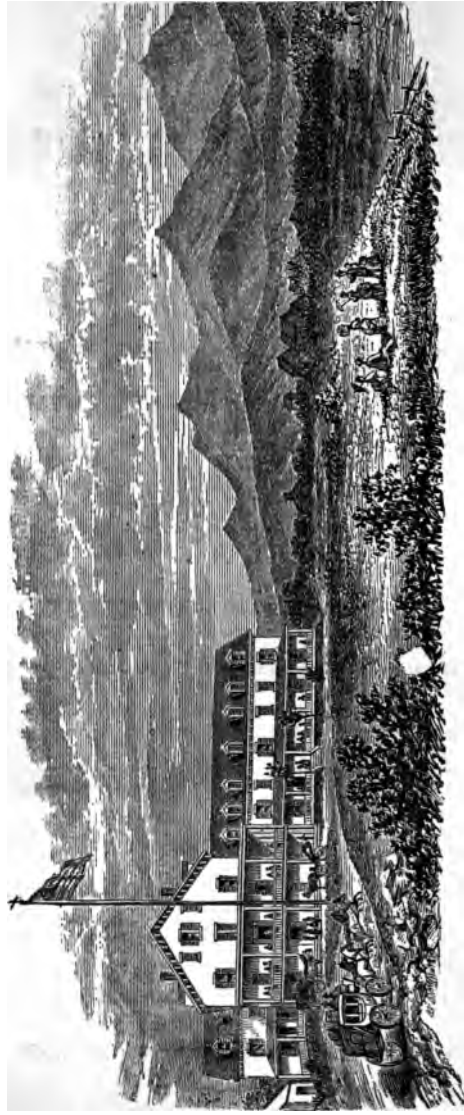
Are large and airy. The furnishing and appointments of the best, and tables of already well established excellence.

SITUATED on the LINE of TRAVEL BETWEEN

**New York and the White & Franconia
Mountains, Montreal & Quebec,**

Making the most desirable and favorable point to stop on the Route. The drives are excellent in the midst of the most charming of river, mountain, valley and lake scenery, offering unrivalled inducements for tourists and summer boarders.

CHAS. G. LAWRENCE, Brattleboro', Vt.



Waubek House, Jefferson, N. H.

WM. P. MERRILL, Proprietor.

United States Hotel

PORTLAND, ME.

T. WALCOTT. . . PROPRIETOR.

This House, under the present management, is in every department
First-Class, and has during the past year been entirely

REMODELLED AND REFURNISHED,

[and all the *Modern Improvements* have been added.

CENTRALLY AND PLEASANTLY LOCATED.

**OFFERS SUPERIOR ACCOMMODATION
TO THE TRAVELING PUBLIC.**

***Horse Cars* pass this House to All Parts of the City.**

PREBLE HOUSE,

PORTLAND, MAINE.



The undersigned respectfully inform their numerous friends and patrons in the United States and Canada, that, by the recent enlargement and improvements effected in this establishment, they are now prepared to accommodate over 250 guests. The Preble House has two beautiful fronts, as shown by the engraving. It is unrivalled in its not only pleasant location, but is convenient to the Post Office, Banks, Public Buildings, Horse Car Depot, etc. The house has been thoroughly refitted and furnished with every regard to comfort and luxury; has hot and cold baths and closets on each floor. The aim has been to make this the most unexceptionable first-class hotel in Portland. We trust that our long experience in first-class hotels will give confidence to our friends and the traveling public, that they will receive every comfort and attention at the Preble.

Carriages, with attentive drivers, can be had at all times by applying at the office; coaches will also be found at the Railway Depots and Steamboat Landings on the arrival of the several trains and Steamers.

M. S. GIBSON & CO., Proprietors.

St. Johnsbury House,

ST. JOHNSBURY, VT.

GEO. B. WALKER, Proprietor.

This first-class and finely appointed Hotel has recently been entirely refitted and refurnished and now offers to

COMMERCIAL AND PLEASURE TRAVEL
UNRIVALLED INDUCEMENTS.

Centrally located in the beautiful village of St. Johnsbury, Vt. Surrounded by the most Romantic Scenery, Rivers, Brooks and Drives to be found in New England.

FIRST-CLASS LIVERY CONNECTED WITH THE HOUSE.

OPEN FOR NIGHT TRAINS.

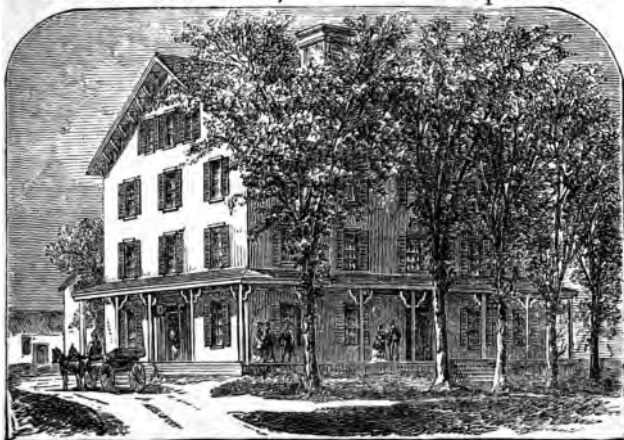
Coaches at the Depot on arrival of Day and Night Trains.

GEO. B. WALKER, St. Johnsbury, Vt.

BETHEL HOUSE

BETHEL, MAINE.

J. F. BARDEN, - - Proprietor.



THIS Hotel, located in the most beautiful and romantic village on the line of the Grand Trunk R. R., twenty miles from the White Mountains and six miles from Greenwood Caves, has been recently built with special reference to the wants of the pleasure traveling public. It contains fifty spacious, well ventilated and neatly furnished rooms, from all of which grand Mountain Scenery may be had. No pains will be spared to make this a favorite resort for tourists and pleasure seekers.

A first-class Liverv is connected with the House, and permanent and transient Boarders will receive every attention.

C. S. CUMMINGS,

MANUFACTURER OF

Plymouth Buck Gloves,

And Ladies' Gauntlets of all kinds,

Opp. Pemigewasset House, - - PLYMOUTH, N. H.

UNITED STATES
—AND—
Canada Express,
PROPRIETORS' OFFICE,
39 & 40 Court Square,
BOSTON.

*Agency Offices at all the principal Stations on the following
Roads:*

Boston, Clinton & Fitchburg; Boston, Concord & Montreal;
Central Vermont; Cheshire; Concord; Concord & Claremont;
Concord & Portsmouth; Connecticut & Passumpsic; Contoocook
Valley; Fitchburg; Fitchburg & Worcester; Framingham &
Lowell; Manchester & Lawrence; Mansfield & Framingham;
Massawippi Valley; Missisquoi; Monadnock; Montreal &
Champlain; Montpelier & Wells River; Montreal & Vt. Junc-
tion; Nashua & Lowell; Northern N. H.—Bristol Branch;
Ogdensburg & Lake Champlain; Portland & Ogdensburg
(Vermont Division); Rutland & Burlington; South Eastern;
Sullivan; Suncook Valley; Stanstead, Shefford & Chambly;
Troy & Greenfield; Vermont & Canada; Vermont & Massa-
chusetts—Brattleboro' Branch, Turner's Falls Branch; White
Mountains; Worcester & Nashua; Nashua & Rochester.

FORWARDED BY OTHER EXPRESSES

To all Accessible Parts of the World.



All kinds of Furs dressed soft and clean, and manufactured into Fur Gloves, to order. Old Fur Gauntlets sewed over, refaced with the best Buckskin and relined with soft and fine Lambskin, on reasonable terms.

Dog Skins and other Furs can be sent by express at my expense.

Buckskin and Chamois Shirts and Drawers made to order, and are highly recommended for those who are troubled with weak lungs and are exposed to extreme cold, as they keep the temperature of the body even.

Buckskin Gloves made to order and warranted to fit, for all kinds of deformed and mutilated hands.

Ladies' and Gent's Lamb lined Kid and French Glove-Calf Gloves and Mittens made to measure.

Orders by mail or express promptly attended to.

COOK'S EXCURSIONS, TOURS, — AND — GENERAL TRAVELING ARRANGEMENTS.

COOK, SON & JENKINS,

Pioneers, Inaugurators and Promoters of the Principal Systems of Tours established in Great Britain and Ireland and the continent of Europe, are now giving increased attention to ordinary traveling arrangements in this country.

They are prepared to issue Tourists and Excursion Tickets for the Season to


HUDSON RIVER, SARATOGA, LAKE GEORGE, LAKE CHAMPLAIN,

Niagara Falls, St. Lawrence, Montreal, Quebec, Saguenay River,
White Mountains, St. John, Halifax, Prince
Edward's Island, &c.

COOK'S HOTEL COUPONS

Are issued only in connection with Cook's Tickets, at a uniform price of \$3.50 per day, which are accepted at the following Hotels:

Albany, *Delavan House*; Alexandria Bay, *Thousand Islands House*; Atlanta, *Kimball House*; Baltimore, *Eutaw House*; Boston, *St. James Hotel*; Chicago, *Sherman House*; Cincinnati, *Gibson House*; Detroit, *Russell House*; Long Branch, *Ocean Hotel*; Montreal, *St. Lawrence Hall*, *Ottawa House*; New York, *Grand Central*; New Orleans, *St. Charles*; Niagara Falls, *International*; Niagara Falls, (Can. Side) *Clifton House*; Newport, Vt., *Memphremagog House*; Niagara City, *Queen's Royal*; Philadelphia, *Colonade*; Plattsburg, *Foguel's Hotel*; Portland, *Falmouth House*; Quebec, *St. Louis Hotel*, *Russell House*; Salt Lake City, *Walker House*; San Francisco, *Palace Hotel*; Springfield, *Leland Hotel*; St. Louis, *Southern Hotel*; Toronto, *Queens*; Washington City, *Metropolitan*; White Mountains, *Crawford House*, *Twin Mountain House*.

 Cook's Excursionist giving prices for Foreign Tours, 10 cents. Programmes of American Tours sent free on receipt of (4 cents) Postage.

COOK'S TOURIST OFFICES.

201 BROADWAY, - - NEW YORK.

PHILADELPHIA, 614 Chestnut Street.

WASHINGTON, 701 Fifteenth Street.

NEW ORLEANS, 35 Carondelet Street.

SAN FRANCISCO, 3 New Montgomery Street.

BOSTON, SEARS' BUILDING, old 69 Washington St.

1818. ESTABLISHED 1818.

SAVAGE, LYMAN & CO.

226 and 228 St. James Street,

SIGN OF THE
ILLUMINATED CLOCK, MONTREAL,

SOLE AGENTS FOR

ULYSSE NARDIN,

LOCLE, SWITZERLAND,

Prize Watch & Chronometer Maker,

LONDON, 1862, PARIS, 1867,

And Grand Medal for Progress at Vienna, 1873.

SAVAGE, LYMAN & Co. have in stock a large assortment of Mons. Nardin's manufactures, in gold and silver cases, and the continental reputation of which *Ulysse Nardin* of Locle has acquired justifies Messrs. Savage, Lyman & Co. in stating, that as accurate time-pieces they are unrivalled.

Savage, Lyman & Co. have the largest stock of Fine Jewelry in the Dominion, of latest novelty, and in every variety of style.

Also, Tourists, Marine and Opera Glasses, a full assortment.

Leather Bags and Dressing Cases, fitted complete, for Ladies and Gentlemen, French Clocks and Bronzes, Travelling Clocks, Silver and Electro Plated Ware in every variety, Jet, Shell and Silver Jewelry, Fans and Fancy Goods, Fine Crystal Keyless Watches, \$15.

Caution.—Owing to the superior excellence of, and the increased demand for Ulysse Nardin's watches and chronometers, many imitations are imported. Some with "U. Narden," "N. Nardine," &c. None are genuine without his name in full, and manufactured for Savage, Lyman & Co.

THEODORE LYMAN.

CHAS. W. HAGAR.

HENRY BIRKS.

The "GALAXY" is about as near perfection as anything can be.—*Daily Register, New Haven, Conn.*

THE GALAXY,

FOR 1875.

IT IS THE BEST AMERICAN MAGAZINE !

No Family can afford to do without it. It gives more good and attractive reading matter for the money than any other periodical or book published.

The leading newspapers pronounce THE GALAXY the best and most ably edited American magazine.

WHAT THE LEADING PAPERS SAY:

"The 'Galaxy' is always more of a magazine than any, and more varied in its range than any other."—*Independent.*

"A model periodical; a credit to American periodical literature."—*Philadelphia Press.*

"There is not a dull page between its covers."—*N. Y. Times.*

"Always ably edited, and remarkable for the good judgment displayed in the selection of current topics for discussion."—*Boston Journal, Mass.*

Price, 35 cts. per Number. Subscription Price, \$4.00 per year.

SHELDON & CO., 677 BROADWAY, N. Y.

GET THE BEST !

Webster's Unabridged Dictionary.

ILLUSTRATED EDITION.

10,000 Words and Meanings not in other Dictionaries.

3,000 Engravings. 1,840 Pages Quarto. Price, \$12.00.

ALSO,

Webster's National Pictorial Dictionary. Price, \$5.00.

PUBLISHED BY

G. & C. MERRIAM,

SPRINGFIELD, MASS.

Sold by all Booksellers. Either of the above sent, charges paid, on receipt of price, by express.

THE
BOSTON DAILY ADVERTISER,

PUBLISHED AT

29 Court Street, Boston,

THE LEADING

FAMILY AND COMMERCIAL NEWSPAPER

OF NEW ENGLAND.

Republican in Politics; Independent and Fearless in Expression; Wide in its Scope, and Ample in its Arrangements for News.

UNSURPASSED

As a Medium for Family or Business Advertising.

Price, Postage Paid, \$12 per Annum.

The Semi-Weekly Advertiser,

Price, Postage Paid, \$4 per Annum.

THE WEEKLY ADVERTISER,

Price, Postage Paid, \$2 per Annum.

ORDERS MAY BE SENT THROUGH NEWSMEN.

THE BOSTON DAILY
GLOBE,

EIGHT PAGES,

IS ONLY

75 CTS. PER MONTH,

BY MAIL OR CARRIER.

BY MAIL.

\$8.00 FOR ONE YEAR. \$4.00 FOR SIX MONTHS.

THE WEEKLY GLOBE,

The Best Weekly Paper In America is only

\$2.00 A YEAR.

GLOBE PUBLISHING CO.

238 WASHINGTON STREET, BOSTON.

BOSTON JOURNAL,

PUBLISHED MORNING AND EVENING.

Mailed to Subscribers, *postage prepaid*, at the rate of

Daily, \$9.00, Semi-Weekly, \$4.00, Weekly, \$2.00, per annum.

THE BEST ADVERTISING MEDIUM IN BOSTON.

Larger Circulation in New England than any other Paper of its class,
and larger than the Combined Circulation of any Three
of the Larger Sized Newspapers in Boston.

TO ADVERTISERS.

Advertisers should bear in mind that by occupying the columns of the **Boston Journal** with their favors, they secure the advantages of the **Largest Circulation**, and the **Benefit of Two Papers at One Price**, a Morning newspaper and an Evening newspaper, without additional charge.

The circulation of the **Boston Journal** among intelligent classes is not surpassed by any paper published. It affords to business men an invaluable medium for advertising. Its circulation in Boston is unequalled, and to advertisers who wish to reach the people of New England the personal evidence of all travelers is freely given to the fact that the **Boston Journal** is found everywhere.

The advertiser wishes to be assured that he will be put on the same basis with others, whether he applies in person, sends his boy, or communicates by mail. This every advertiser has a right to demand. The **Boston Journal** has but **One Price**.

RATES OF ADVERTISING.

One Square (six lines Agate type), one time.....	\$1 00
Each continuance.....	50
Half Square (three lines), one time.....	50
Each continuance.....	25

Larger Advertisements in the same proportion.

Small Cuts (solid electrotypes) inserted at double above rates for space they occupy.

Displayed Advertisements, on News pages, each insertion, per square.....	\$1 00
Special Notices, per line, each insertion.....	20
Business Notices, per line, each insertion.....	50
Marriages and Deaths.....	50

BOSTON SEMI-WEEKLY JOURNAL,

PUBLISHED TUESDAYS AND FRIDAYS.

Advertising, - - - Same Rates as the Daily.

BOSTON WEEKLY JOURNAL,

For the Country, a paper of very large circulation throughout New England.

PUBLISHED THURSDAYS.

Advertising Rates.

Business Notices, per line, each insertion.....	.50
Other Advertisements, per line, each insertion.....	.25

ADVERTISING AND SUBSCRIPTION OFFICE,

Journal Building, 264 Washington St., Boston, Mass.

Specimen Copies sent by mail when requested.

Free Postage. 1875.

THIS IS YOUR TIME TO SUBSCRIBE FOR

FRANK LESLIE'S
PUBLICATIONS.

*FRANK LESLIE'S ILLUSTRATED
NEWSPAPER.*

10 cents a copy, or \$4 a year.

FRANK LESLIE'S CHIMNEY CORNER.

Price, 10 cents a Number, or \$4 a year.

FRANK LESLIE'S LADY'S JOURNAL.

Price, 10 cents a Number, or \$4 a year.

FRANK LESLIE'S BOYS' & GIRLS' WEEKLY.

Price, 5 cents a Number.

FRANK LESLIE'S LADY'S MAGAZINE.

\$3.50 a year.

FRANK LESLIE'S BOYS OF AMERICA.

Price, 15 cents a Number, or \$1.50 a year.

FRANK LESLIE'S PLEASANT HOURS.

Single Numbers, 15 cents; \$1.50 a year.

FRANK LESLIE'S YOUNG AMERICAN.

Price, 6 cents; \$3 per year.

FRANK LESLIE'S BUDGET OF FUN.

Price, 15 cents a Number, or \$1.50 a year.

Address, **FRANK LESLIE,**

537 PEARL STREET, N. Y.

ECLECTIC MAGAZINE

OF FOREIGN LITERATURE.

1878.

(THIRTY-FIRST YEAR.)

LITERATURE.

In the department of General Literature, the ECLECTIC is unsurpassed. Recent issues have contained articles, stories, or poems by the Right Hon. W. E. GLADSTONE, JAMES ARTHUR FROUDE, MATTHEW ARNOLD, CHARLES KINGSLEY, FRANCIS POWER COSSA, ROBERT BUCHANAN, LESLIE STEPHEN, ARTHUR HELPS, ALFRED TENNYSON, THOMAS HUGHES, WILLIAM BLACK, MR. OLIPHANT, THOS. HARDY, TURGENIEFF, WILLIAM MORRIS, MISS THACKERAY, and others equally eminent.

SCIENCE.

To this department the ECLECTIC presents the best articles of the most authoritative thinkers and writers; as PROFS. HUXLEY and TENNALL, RICHARD PROCTOR, B. A., PROF. OWEN, DR. W. B. CARPENTER, MAY MULLER, J. NORMAN LOCKYER, ST. GEO. MYERT, and E. B. TAYLOR, all of whom have been represented in recent issues of the Magazine.

FICTION.

The ECLECTIC offers its readers the best serial stories to be had, also the short stories for which the English magazines have a deserved reputation.

EDITORIAL DEPARTMENTS.

The Editorial Departments are Literary Notices, Foreign Literary Notes, Science, and Varieties, and they are made as fresh and complete as possible. *No other Eclectic publication attempts anything like these Departments.*

ENGRAVINGS.

No other magazine is so artistically illustrated as the ECLECTIC. Each number contains a *Fine Steel Engraving*—usually a portrait—executed in the best manner. These engravings are of permanent value.

Since the discontinuance of Every Saturday, the ECLECTIC is the only publication which furnishes the best foreign literature with satisfactory completeness, at a price which at all compares with the American Monthlies.

TERMS:—Single copies, 45 cents; one copy, one year, \$5.00 in advance; two copies, \$9.00; five copies, \$21.00. *The above rates include postage.* Volumes commence in January and July. Subscriptions may begin at any time. Address

E. R. PELTON, Publisher,

108 Fulton Street, New York.

WE HAVE JUST ISSUED OUR NEW CATALOGUE OF

Fine Steel Engravings,

Comprising on small quarto size nearly 300 SUBJECTS, such as portraits of eminent men, historical engravings, &c.; and in large size our 700 SUBJECTS, comprising the pictures of all the celebrated artists and painters of modern times, subjects, sizes, &c. Prices given in Catalogue and the Engravings sent by mail.

CATALOGUES SENT FREE to any address.

E. R. PELTON, Publisher, 108 Fulton St., New York.

THE PHRENOLOGICAL JOURNAL AND LIFE ILLUSTRATED

Is devoted to the Science of Man, physically, socially, intellectually and morally. It treats on Ethnology, or the Natural History of Man; on Phrenology, the Brain and its Functions; Physiognomy, or Signs of Character, and How to Read Them; Psychology, the Science of the Soul; including Biography, Choice of Pursuits, Selection of Partners in Business, Confidential Clerks, or those best suited to places of trust, and to point out, on scientific principles, what each can do best. *The Phrenological Journal* is now in its 60th volume, has a large circulation, and is esteemed a judicious teacher, a safe guide, and a moral monitor in our best families. It teaches each his temptations, and how to escape. How to educate, train and govern children. How to manage the Insane and the Imbecile. It advocates all measures calculated to reform, improve, and to elevate the individual and the race.

The JOURNAL will not only keep pace with the march of events, but, while "holding fast to all that is good," will lead the public mind in many things that are new and true.

TERMS.—Monthly, \$3.00 a year. Clubs of ten, \$2.00 each. Single numbers, 30 cents. Remit P. O. Orders or in Registered Letters. See address below.

THE SCIENCE OF HEALTH.

This useful and successful magazine enters now upon its sixth volume. It fills a place in literature occupied by no other, and has already proved its great necessity. Its object is to teach the *Science of Life*, and all that relates to the art of *Recovering and Preserving Health*.

HEALTH may be retained, and it is better to preserve it by obeying the Laws of Life, which are easily learned, than to regain it when lost.

DISEASE and its Treatment.—The true theory of disease will be considered, with philosophical and practical methods of treatment.

CLOTHING, especially the dress of women and children, as affecting health, which all admit needs reforming, will be duly considered.

FOOD.—"Household Department."—*Healthful Cookery*. Herein will be given an amount of information worth many times the cost of a year's subscription to *The Science of Health*.

INVALIDS should read *The Science of Health*, and learn the nature of their diseases and the methods prescribed for Self-Treatment and Cure.

GRATIS Advice in "Talks with Correspondents."—This is an interesting feature. Here many questions are freely answered.

EXPENSES.—"Doctors' bills" can easily be saved in many families; enough to pay ten times the subscription price every year.

INDEPENDENT.—Not the organ of any person or institution. *The Science of Health* is an independent teacher of the laws which govern life and health. Try it for the year 1875.

TERMS.—Monthly, \$2.00 a year; single numbers, 20 cents. Agents wanted. Please address

S. R. WELLS, Publisher,
389 Broadway, - - - NEW YORK.

CHOICE! CHARMING! CHEAP!

THE NURSERY:

A Monthly Magazine for Youngest Readers.

This unique and much admired work, begun in 1867, and now a welcome and trusted visitor in every intelligent family where there is a child, retains its Unrivalled Corps of Contributors and Artists, and gives in every number a profusion of

THE CHOICEST PICTURES,

Executed in the best and most costly style, and designed especially for the young. The peculiar features that have distinguished it thus far will characterize it during the current year; and

NEW AND VARIED ATTRACTIONS

Will be continually added. Subscriptions may begin with any number; and back numbers, either separately or in beautiful bound volumes, can be always supplied.

TERMS.—\$1.50 a year in advance. 15 cents a single number. A specimen copy will be sent for 10 cents.

JOHN L. SHOREY,

36 Bromfield Street, Boston, Mass.

PATENTS!

AMERICAN AND EUROPEAN.

Established, 1846.

MUNN & CO.

Editors of the **SCIENTIFIC AMERICAN**,

Continue to give opinions in regard to the Novelty of Inventions, Free of Charge; Make Special Examinations at the Patent Office; Prepare Specifications, Drawings, Caveats, Assignments; and prosecute Applications for Letters Patent at Washington, and Procure Patents in Canada and in all European Countries. They give special attention to the prosecution of Rejected cases, Appeals, Extensions and Interferences. A special notice is made in the **SCIENTIFIC AMERICAN** of all Inventions Patented through this Agency, with the name and residence of the Patentee. Patents are often sold, in part or whole, to persons attracted to the invention by such notice.

Send for Pamphlet, 110 pages, containing laws and full directions for obtaining Patents.

Address, for the Paper or concerning Patents.

MUNN & CO., 37 Park Row, - New York.

Branch Office, Corner F and 7th Streets, Washington, D. C.

APPLETON'S American Cyclopædia.

REVISED EDITION, ILLUSTRATED.

The publishers respectfully give notice to the public that the above-named work is not sold by them or their Agents to any one at less than the prices printed on this page, and is sold only by subscription through their authorized Agents. They would advise those wishing the earliest impressions of the work to subscribe at once. Every one that reads, mingles in society, or lays any claim to intelligence, *needs* it.

THE BEST CYCLOPÆDIA EVER PUBLISHED, one that will supersede all others, is now offered to the public, in monthly or bi-monthly volumes, which are payable *only upon the delivery of each volume*.

Just think! A saving of *ten cents per day*, the price of a cigar, or many other expenditures for luxuries or frivolities of a like amount, would pay for a *complete set* of the Cyclopædia by the time of its completion. Then there will be something substantial saved, and a storehouse of knowledge, indeed a **UNIVERSAL LIBRARY** in itself, secured, with but *little effort or sacrifice*.

The cost of this work to the publishers, before printing and binding begin, exceeds **\$300.000**.

"A panoramic view of all human knowledge."

The cost to Subscribers to this work is less than **ONE CENT** per page.

"A library of universal information."

PRICES AND STYLES OF BINDING.

Price, per Vol., in Cloth, -	\$5 00	Price, per Vol., in Half Russia, -	\$8 00
Price, per Vol., in Leather, -	6 00	Price, per Vol., in Full Russia, -	10 00
Price, per Vol., in Half Turkey, -	7 00	Price, per Vol., in Full Turkey, -	10 00

D. APPLETON & CO., Publishers,

349 and 351 Broadway, - - NEW YORK.

SPECIMEN PAGES SENT ON APPLICATION.

Scribner's Monthly

FOR 1875.

TERMS. . . . **\$4.00 a YEAR.**

No Club Rates nor other Discounts to Subscribers.

Scribner's Monthly and St. Nicholas, \$7.00.

SCRIBNER & CO.

654 Broadway, - - NEW YORK.

The Recollet House,
MONTREAL.

BROWN & CLACGETT,

Importers and Manufacturers of

Ladies' Dresses, Suits, Mantles & Gents' Clothing.

THE DOMINION EMPORIUM FOR

Fine Shawls, Silks, Velvets, Laces, Ribbons and Kid Gloves,
Ladies' and Gent's Furnishings, and

FANCY AND STAPLE DRY GOODS

Of every Description, Quality and Style.

Cor. Notre Dame and St. Helen Sts

LOCKWOOD, BROOKS & CO.

Successors to NOYES, HOLMES & Co.

Publishers, Booksellers
Importing and Manufacturing Stationers,

381 (formerly 219) Washington, and 10 Bromfield Sts.

BOSTON.

Offer a very Extensive Assortment of

BOOKS FOR TRAVELERS

And SUMMER READING, embracing all the New and Popular Novels, and the Full Line of the celebrated

TAUCHNITZ'S PUBLICATIONS.

Also a Large Stock of

STANDARD AND MISCELLANEOUS BOOKS,

For *PUBLIC LIBRARIES AND READING CLUBS*, at the Lowest Rates,

Consisting of Stories, Original and Selected, from the best English and American Writers.
 Edited by EDWARD E. HALE. The following now ready:

1. *IN HIS NAME.* By E. E. Hale.
2. *TEN TIMES ONE, AND CLASS OF '71.* By E. E. Hale.
3. *STAND AND WAIT. THE MAN-UFACORY, and Other Stories.*
4. *A TALE OF THE SIMPLON, SONG AND DANCE MEN, &c.*
5. *NICOLLETTE AND AUCASIN, THE CIVIL SERVANT, and Other Stories.*
6. *LOST PALACE, THE LAST WITCH, and others.*
7. *SPOONS IN A WHERRY, and twelve other choice stories.*

The above are all printed on good paper, in large type, and are well adapted for railway travelers. Price, 50 cents each. For sale at all book stores and news stands, or sent by mail, post-paid, on receipt of the price, by

LOCKWOOD, BROOKS & CO., Publishers.

STATIONERY DEPARTMENT.

Having disposed of our old stock of Stationery in one lot, and replaced the same with an entire new stock, bought during the recent depressed state of the market, we are now prepared to offer to the trade and public a complete line of Stationery. We are proprietors of the celebrated *Congress and U. S. Government Mucilage and Irving Writing and Copying Fluid Ink*. We are also Agents for the West & Lee Game Co., and shall keep always in stock their *Card Games*, for Fall and Winter trade, and their new lawn Summer game, *Chivalrie*. We have manufactured for us a line of Croquet (including the patent candle-socket wicket), which, for price, beauty and durability, is unsurpassed by any in the market. The trade and public are invited to examine our stock before making purchases elsewhere. Catalogues, Price Lists, &c., furnished on application.

LOCKWOOD, BROOKS & CO.

PROVIDENCE & NEW YORK STEAMSHIP CO.

DAILY LINE BETWEEN

BOSTON AND NEW YORK!

Fare Lower than any other Line,

1ST CLASS, \$4.25; 2D CLASS, \$3.50.

FARE TO PHILADELPHIA, \$7.50.

Train Leaves BOSTON, from PROVIDENCE DEPOT, at

2 O'CLOCK, P.M., DAILY,

Connecting at PROVIDENCE with the Splendid Steamers,

Electra and Galatea,

Landing in NEW YORK, at Pier 27 North River, in season to
connect with all Trains for the

SOUTH AND WEST.

TICKETS and STATEROOMS secured only at

No. 205 Washington Street, Boston.

GEO. C. MORRELL, Agent.

PARLOR CARS

RUNNING ON THE

Boston, Concord, Montreal

—AND—

White Mountains, N. H., R. R.

"MOUNT WASHINGTON."—Leaves Boston, Boston and Lowell Depot, Monday, Wednesday and Friday, at 8.00 A.M., on White Mountain Express, for all stations on B., C. M. & White Mountains R.R., arriving at Twin Mountain House 4.00 P.M., Fabyan House 4.15 P.M. *Returning Tuesday, Thursday and Saturday, leaving* Fabyan House 9.15 A.M., Twin Mountain House 9.30 A.M., on White Mountain Express, arriving in Boston, Boston & Lowell Depot, 5.20 P.M.

"MOUNT LAFAYETTE."—Runs opposite "Mount Washington."

"CITY OF BOSTON."—Leaves Boston, Boston & Lowell Depot, Monday, Wednesday and Friday, at 12.00 M., for stations on B., C. & M. R.R., to Lake Winnepesaukee and Plymouth, N. H., arriving at 5.40 P.M. *Returning Tuesday, Thursday and Saturday, leaving* Plymouth at 7.30 A.M., arriving at Boston, Boston & Lowell Depot, at 1.15 P.M.

"PLYMOUTH."—Runs opposite "City of Boston."

"CONCORD."—Sleeping Car. Leaves Boston, Boston & Lowell Depot, 6.00 P.M., night express, for all stations on B., C. & M., Pass. and Southeastern Railroads, arriving in Montreal 9.00 A.M. *Returning Tuesday, Thursday and Saturday, leaving* Montreal at 3.50 P.M., Newport 9.30 P.M., arriving in Boston, Boston & Lowell Depot, 8.30 A.M.

"MONTREAL."—Runs opposite "Concord."

"CITY OF WORCESTER."—Leaves New London, "Norwich Line," 5.00 A.M., on New York and White Mountains Express, for all stations on Boston, Concord, Montreal & White Mountains Railroad,

arriving at Twin Mountain House and Fabyan House at 4.00 P.M. Breakfast at Bay State House, Worcester. Dine at Pemigewasset House, Plymouth, N. H. *Returning*, leaves Fabyan House 9.15 A.M., Twin Mountain House 9.30 A.M., arriving at Worcester 7.00 P.M., one hour for supper at Bay State House, arriving at New London, boat, 10.00 P.M.

"GEN. PUTNAM."—Runs opposite "City of Worcester."

"PLYMOUTH."—*Leaves* Stonington, "Stonington Line," at 4.30 A.M., Providence 6.20 A.M., on White Mountains Express, via Mansfield, Framingham & Nashua and Acton R.R. Breakfast at Providence. Dine at Pemigewasset House, Plymouth, N. H. *Returning*, arrives at Providence 7.10 P.M., Stonington, steamer, 8.30 P.M. Supper on steamer.

"CITY OF PROVIDENCE."—*Leaves* Providence 6.30 A.M., on White Mountains Express, via Providence & Worcester and Worcester & Nashua. Dine at Pemigewasset House. *Returning*, arrives in Providence in time for supper.

Tickets in Parlor Cars secured in

NEW YORK.

"Nerwich Line," Pier 40, North River; "Stonington Line," Pier 33, North River; "Fall River Line," Piers 28 and 30, North River; Grand Central Depot, all rail.

BOSTON.

No. 5 State Street.

WHITE MOUNTAINS.

Lancaster Station, B., C., M. & White Mountains R. R.; Fabyan's Station, B., C., M. & White Mountains R. R.; Twin Mountain Station, B., C., M. & White Mountains R. R.; Littleton Station, B., C., M. & White Mountains R. R.; Plymouth Station, B., C., M. & White Mountains R. R.

MONTREAL.

Southeastern and Pass. R. R. Office, 201 St. James Street.

QUEBEC.

Opposite St. Louis Hotel, Stevenson & Leve, General Ticket Agents.

State Rooms on Steamer can be secured of Conductors of Parlor Cars.

Boston, Concord, Montreal & White Mountains (N.H.) RAILROAD.

TRAINS NORTH—LEAVE	Ex. Train.	Mail Train.	Ex. Train.	Mont'l Ex
N. Y., via Fall River Str., Pier 28 North River....	5.00 P. M.			
N. Y., via New London Str., Pier 40 N. River.	5.00 "			
N. Y. Stonington Line, Pier 33 N. River.....	5.00 "			
New York, all rail.....	8.10 "			10.00 A.M.
Boston, Lowell Depot....	a8.00 A. M.		12.00 M.	6.00 P.M.
Boston, B. & M. Depot..	a7.30 "		12.00 M.	5.00 "
New Haven.....	11.20 P. M.			12.34 "
Hartford.....	12.35 A. M.		6.00 A.M.	1.37 "
Springfield.....	a2.00 "		7.15 "	2.35 "
New London.....	a5.00 "			
Worcester.... { Arrive.	7.40 "			
{ Leave.	a8.00 "		11.15 "	4.35 "
New Bedford.....	a5.45 "			
Stonington.....	4.30 "			
Providence, via Worcester	a6.30 "			2.15 "
Mansfield	a6.20 "			1.20 "
Newport, R. I.....				
Fall River.....	a5.00 "			11.15 A.M.
Taunton.....	a6.32 "			1.50 P.M.
Salem.....	a7.00 "		10.40 "	4.40 "
b Newburyport.....	a6.15 "		11.00 "	2.40 "
Portsmouth.....	a7.55 "			5.10 "
c Dover.....	a7.65 "		b10.35 "	c5.18 "
d Haverhill.....	a7.15 "		b12.15 P.M.	b3.30 "
Lowell.....	a8.48 "		1.00 "	7.00 "
Nashua.....	a9.30 "		1.35 "	7.30 "
Lawrence.....	a8.25 "		1.05 "	6.05 "
Manchester.....	a10.02 "		2.20 "	8.07 "
Concord..... { Arrive.	10.35 "		3.05 "	8.45 "
{ Leave.	a10.35 "	10.45 A.M.	3.30 "	8.45 "
East Concord.....		10.51 "	3.35 "	8.47 "
Canterbury.....		11.09 "	3.51 "	8.57 "
Northfield.....		11.18 "	4.05 "	9.11 "
Tilton.....		11.30 "	4.17 "	9.25 "
Laconia.....	11.35 "	11.53 "	4.38 "	9.54 "
Lake Village.....	11.40 "	11.58 "	4.42 "	10.04 "
d Weirs, Steamboat.....	11.52 "	12.10 P.M.	4.54 "	10.05 "
Centre Harbor. { Arrive.	1.00 P. M.			
{ Leave..	2.00 "			
West Ossipee.....	f5.00 "			
North Conway.....	7.00 "			
Wolfboro'.....	3.00 "		6.30 "	
Meredith Village.....		12.20 "	5.05 "	10.17 "
Ashland.....		12.41 "	5.25 "	10.40 "
Plymouth..... { Arrive.	h12.35 "	h12.55 "	e5.40 "	10.50 "
{ Leave..	1.10 "	1.20 "	e7.35 A.M.	
Rumney.....		1.41 "	7.53 "	
West Rumney.....		1.50 "	8.07 "	
Warren.....	1.50 "	2.14 "	8.29 "	12.04 A.M.
Haverhill and Newbury.		2.58 "	9.15 "	
Woodsville.... { Arrive.	2.38 "	3.25 "	9.42 "	1.00 A.M.
{ Leave..		4.00 "	10.05 "	
Wells River.....		4.05 "	10.00 "	
Bath.....		4.20 "	10.20 "	
Lisbon.....		4.35 "	10.51 "	
North Lisbon.....		4.50 "	11.08 "	
Concord, arrive.....	3.22 "	5.05 "	g11.20 "	

Boston, Concord, Montreal & White Mountains Railroad—Continued.

TRAINS NORTH—LEAVE	Ex. Train.	Mail Train.	Ex. Train.	Montr'l Ex.
Profile House, Arrive....	5.00 P.M.	6.30 P.M.	1.00 P.M.	.....
Wing Road, " " " " " "	3.37 "	5.26 "	g11.34 A.M.	.....
Bethlehem, " " " " " "	3.50 "	5.30 "	g11.57 "	.....
Sinclair House, " " " " " "	4.25 "	6.00 "	12.30 P.M.	.....
Twin Mt. Station, Arrive	4.07 "	5.45 "	12.15 "	.....
White Mt. House, " " " " " "	4.15 "	6.00 "	12.45 "	.....
Fabyan House, " " " " " "	4.15 "	6.00 "	1.00 "	.....
Mt. Wash'n Sum't, " " " " " "	6.30 P.M.	.....	.....	.....
Crawford House, " " " " " "	6.00 "	8.00 "	2.00 "	.....
Whitefield, " " " " " "	4.00 "	5.43 "	11.50 A.M.	.....
Dalton, " " " " " "	.....	5.56 "	12.03 P.M.	.....
So. Lancaster, " " " " " "	.....	6.02 "	12.08 "	.....
Lancaster..... { Arrive..	4.32 "	.....	.....	.....
..... { Leave..	6.00 "	6.06 "	g12.21 "	.....
Waumbek House, Arrive	6.00 "	8.00 "	2.00 "	.....
Northumberland Falls...	6.18 "	6.35 "	12.36 "	.....
Northumberland, Arrive	6.30 "	6.48 "	12.45 "	.....
Gorham, " " " " " "	.....	.....	4.15 "	.....
Glen House, " " " " " "	.....	.....	5.00 "	.....
St. Johnsbury, " " " " " "	3.23 P.M.	.....	.....	1.58 A.M.
Newport..... { Arrive..	5.03 "	.....	.....	.....
..... { Leave..	5.25 "	.....	.....	3.58 "
Island Pond.... { Arrive..	5.00 "	5.00 "	11.55 "	.....
..... { Leave..	10.00 "	10.00 "	2.15 "	.....
Richmond... { Arrive..	2.05 A.M.	2.05 A.M.	5.00 "	.....
..... { Leave..	2.30 "	2.30 "	5.30 "	.....
Montreal via Passumpsic and South Eastern.....	9.30 P.M.	.....	.....	9.30 "
Montreal via Northum'id Arrive.....	6.30 A.M.	6.30 "	8.45 "	.....
Quebec, Arrive.....	7.40 "	7.40 "	9.20 "	.....

aThirty minutes for dinner at the Pemigewasset House, Plymouth, and arrive at Littleton, Lancaster, Profile House (Franconia Mountains), Fabyan, Sinclair, Waumbek, Crawford, Twin Mountain and White Mountain Houses early the same afternoon, and Mount Washington House (summit of Mount Washington), before sunset. Montreal via St. Johnsbury and Newport early the same evening. No change of cars. Via Northumberland & Grand Trunk 6.30 next morning. Quebec 7.40.

bVia Haverhill and Lawrence. cVia New Market Junction.

dSteamboat "Lady of the Lake" for Wolfboro', Centre Harbor stages to West Ossipee, rail to North Conway, one hour at Centre Harbor for dinner.

ePassengers by the accommodation train lodge at Plymouth, and proceed at 7.35 the following morning, arriving at Littleton, Lancaster, and Profile, Crawford, Twin Mountain, Fabyan, Sinclair, Waumbek and White Mountain Houses in time to dine; connecting at Northumberland with the 12.45 P.M. train, Grand Trunk Railway, for Island Pond, Montreal and Quebec, Gorham and Glen House, arriving same evening. fSupper.

gPassengers by this train, leaving the Mountain Houses after usual breakfast hours, connect at Northumberland Junction with G. T. R. R. for Glen House, Montreal and Quebec, arriving same evening. hDine.

Extra train for Gorham and Glen House via Northumberland Junction, Lancaster, 7.30 A.M., arriving at Gorham 10.00 A.M., Glen House 11.30 A.M.

Extra train for Gorham and Glen House via Northumberland Junction, Lancaster, 12.20 P.M., arriving at Gorham 5 P.M., Glen House 6.30 P.M.

RETURNING—Leave Glen House for Gorham and Lancaster 10.00 A.M., arrive at Gorham 11.20 A.M., Lancaster 2.15 P.M. Leave Glen House for Gorham and Lancaster 4.00 P.M., arrive at Gorham 6.00 P.M., Lancaster 7.30 P.M.

Connect at Wells River with Montpelier & Wells River Railroad.

Parlor Cars run on all trains on B., C., M., & W. M. R. R.

Conductors B., C., M. & W. M. R. R.—J. S. Russ, George W. Eastman, Thomas Koble, O. M. Hines, E. F. Mann, Geo. V. Moulton, F. C. Green, J. H. Sargent. Office in Boston 5 State street.

J. A. DODGE, Supt., Plymouth, N. H.

Boston, Concord, Montreal & White Mountains (N. H.) RAILROAD.

TRAINS SOUTH — LEAVE	Ex. Train.	Mid. Train.	Mont. Ex.	Ac. Train.	Night Ex.
Quebec.....	8 30 P.M.	12 10 P.M.	.....	7 00 A.M.	.....
Montreal via North- umberland.....	10 00 "	12 45 "	.....	7 30 "	.....
Montreal via South- eastern & Pass. R.R.	.....	.....	9 05 A.M.	.....	8 45 P.M.
Richmond... { Arrive	1 50 A.M.	.....	.....	10 30 "	.....
{ Leave.	2 15 "	8 30 "	.....	10 45 "	.....
Island Pond.. { Arrive	7 00 "	8 00 "	.....	1 40 P.M.	.....
{ Leave.	7 45 "	.....	.....	2 00 "	.....
Newport..... { Arrive	.....	.....	1 00 P.M.	.....	9 00 "
{ Leave.	7 00 "	.....	1 27 "	.....	9 25 "
St. Johnsbury.....	7 05 "	.....	3 08 "	.....	11 34 "
Glen House.....	.....	.....	.....	.....	.....
Gorham.....	.....	.....	.....	.....	.....
Northumberland, June.	8 30 "	.....	.....	.....	.....
Falls.	8 35 "	.....	.....	3 00 "	.....
Waumbek House.....	8 00 "	6 00 A.M.	12 00 M.	3 20 "	.....
Lancaster.....	9 00 "	7 45 "	1 15 P.M.	5 00 "	.....
So. Lancaster.....	.....	7 59 "	1 30 "	.....	.....
Dartmouth.....	9 32 "	8 05 "	1 36 "	.....	.....
Whitfield.....	.....	8 18 "	1 49 "	.....	.....
Crawford House.....	7 30 "	6 00 "	12 00 M.	.....	.....
Mt. Wash. Summit.....	7 00 "	.....	.....	.....	.....
Fabyan House Station	7 10 "	7 15 "	1 15 P.M.	.....	.....
White Mount'n House	7 25 "	7 30 "	1 15 "	.....	.....
Twin Mt. Station.....	7 23 "	8 00 "	1 30 "	.....	.....
Sinclair House.....	7 30 "	8 00 "	1 30 "	.....	.....
Bethlehem.....	7 36 "	8 18 "	1 50 "	.....	.....
Wing Road.....	7 48 "	8 35 "	2 10 "	.....	.....
Profile House.....	7 30 "	7 00 "	1 00 "	.....	.....
Littleton.....	7 10 "	9 00 "	2 25 "	.....	.....
No. Lisbon.....	.....	9 13 "	2 39 "	.....	.....
Lisbon.....	.....	9 26 "	2 53 "	.....	.....
Bath.....	.....	9 41 "	3 07 "	.....	.....
Woodville... { Arrive	.....	9 55 "	3 25 "	.....	12 33 A.M.
{ Leave.	.....	10 17 "	3 53 "	.....	.....
Wells River.....	.....	10 12 "	.....	.....	.....
Haverhill & Newbury.	.....	10 44 "	.....	.....	.....
East Haverhill.....	.....	10 59 "	.....	.....	.....
Warren.....	7 48 P.M.	11 27 "	.....	.....	1 44 "
Wentworth.....	.....	11 38 "	4 45 "	.....	.....
West Rumney.....	.....	11 59 "	.....	.....	.....
Rumney.....	.....	12 09 M.	.....	.....	.....
Quincy.....	.....	.....	.....	.....	.....
Plymouth... { Arrive	12 30 "	12 22 P.M.	5 28 "	.....	.....
{ Leave.	1 00 "	1 03 "	5 35 "	7 30 A.M.	2 50 "
Bridgewater.....	.....	.....	.....	.....	.....
Ashland.....	.....	1 17 "	.....	7 45 "	.....
Meredith Village.....	.....	1 37 "	6 24 "	8 10 "	3 29 "
Wolboro'.....	10 15 A.M.	10 15 A.M.	3 00 "	.....	.....
No. Conway.....	7 20 "	7 20 "	.....	.....	.....
West Ossipee.....	8 00 "	8 00 "	.....	.....	.....
Centre Harbor.....	1 00 P.M.	.....	.....	7 30 "	.....
Weirs (steamboat)....	1 38 "	1 48 P.M.	6 33 "	8 25 "	.....
Lake Village.....	1 49 "	2 00 "	6 44 "	8 30 "	.....
Laconia.....	1 53 "	2 05 "	6 49 "	8 44 "	4 00 "
East Tilton.....	.....	2 19 "	.....	8 57 "	4 05 "
Tilton.....	2 14 "	2 28 "	7 10 "	9 07 "	.....
Northfield.....	.....	2 40 "	.....	9 25 "	.....
Canterbury.....	.....	2 48 "	.....	9 35 "	.....
East Concord.....	.....	3 20 "	.....	9 58 "	.....
Concord..... { Arrive	2 25 "	3 27 "	7 30 "	10 05 "	5 20 "
{ Leave.	3 00 "	.....	7 30 "	10 15 "	5 30 "
{ Leave.	3 40 "	3 40 "	.....	.....	.....

Boston, Concord, Montreal & White Mountains Railroad—Concluded.

TRAINS SOUTH—L.AVE	Ex. Train.	Mt. Train.	Mont'l Ex.	Ac. Train.	Night Ex.
Manchester.....leave	3 30 P.M.	4 20 P.M.	8 30 P.M.	10 58 A.M.	8 10 A.M.
Lawrence.....	5 30 "	5 30 "	.....	12 15 P.M.	7 30 "
Nashua.....	4 00 "	4 58 "	9 05 "	11.45 A.M.	7 00 "
Lowell.....	4 25 "	5 30 "	9 30 "	12 15 P.M.	7 30 "
Haverhill.....	6 26 "	6 26 "	.....	1 38 "	8 40 "
Dover.....	6 17 "	6 17 "	.....	3 00 "	10 10 "
Portsmouth.....	6 15 "	6 15 "	.....	.....	10 10 "
Newburyport.....	6 55 "	6 55 "	.....	2 15 "	9 30 "
Salem.....	7 00 "	7 00 "	.....	1.45 "	8 50 "
So. Framingham.....	5 30 "	6 15 "	.....	1.35 "	8 58 "
Taunton.....	7 40 "	7 49 "	.....	3 18 "	10 28 "
Fall River.....	8 20 "	8 20 "	.....	4.46 "	11 07 "
Newport, R. I.....	8 10 "	8 10 "	.....	5.25 "	11 50 "
Providence.....	7 19 "	8 29 "	.....	3.30 "	10 80 "
New Bedford.....	8 25 "	8 25 "	.....	4.08 "	.....
Worcester.....	7 10 "	7 10 "	.....	2.00 "	9 20 "
New London.....	10 15 "	10 15 "	.....	.....	.....
Stonington.....	9.00 "	.....	.....	.....	.....
Springfield.....	8 15 "	.....	.....	6 15 "	11 35 "
Hartford.....	1 26 A.M.	1 26 A.M.	.....	7 20 "	1 50 P.M.
New Haven.....	2 40 "	2 40 "	.....	8 30 "	2 50 "
Boston B. & M. Depot.	6 29 P.M.	6 29 P.M.	.....	1 15 "	8 40 A.M.
Boston, Lowell Depot.	5 20 "	6 23 "	10 25 "	1 15 "	8 30 "
New York, all rail....	5 25 A.M.	6 25 A.M.	.....	11 12 "	5 15 P.M.
N. Y. via Stonington	.....	.....	.....	.....	.....
Line, Pier 33 N. Riv.	5 00 "	.....	.....	.....	.....
N.Y. via Norwich Line	.....	.....	.....	.....	.....
Strs., Pier 40 N. Riv.	5 00 "	5 00 "	.....	.....	.....
N.Y. via Fall Riv. Strs.	.....	.....	.....	.....	.....
Pier 28 North River.	5 00 "	.....	.....	.....	.....

a Lounge at Island Pond, leaving at 7 A.M. next morning, connecting at Northumberland Junction with Through Express on B., O., M. & White Mts. R. R., for all the Mountain Houses.

b Quebec and Montreal Day Express via Northumberland Junction arriving at principal White Mountain Houses in time for tea.

c Tea at Memphremagog House.

d Through Express to Boston, via Nashua & Lowell, New York via Nashua—Passengers for Worcester, Springfield, Hartford, New Haven, Stonington, Norwich, New London, South Framingham, Providence, Taunton, New Bedford, Fall River, and Newport take this train; arrive in Boston 5.20 P.M.

e Via Lawrence.

f Via Concord & Portsmouth Railroad.

g Passengers by this train can leave Lancaster, Littleton and the Mountain Houses after the usual breakfast hour, and arrive in Manchester, Lawrence, Dover, Portsmouth, Hampton Beach, Nashua, Worcester, Providence, Taunton, New Bedford, Fall River, Salem, and Boston, in time for supper.

h Passengers for Dover and Portsmouth change cars at Manchester for Concord and Portsmouth Railroad.

i Passengers for Salem change cars at Lowell.

j Passengers for Fitchburg change cars at Ayer's Junction.

k Express train leaving Montreal via Passumpsic and South Eastern at 3.45 P.M. Sleeping cars attached run through via Plymouth to Boston, arriving at 8.30 A.M.

l Day Express leaving Montreal via South Eastern and Passumpsic at 8.45 A.M. runs through to Boston via Plymouth, connects at Wells River with Express train for Littleton and Lancaster, arriving at all the Mountain Houses before sunset.

m First Express and Mail South stops 30 minutes at Pemigewasset House, Plymouth, for dinner.

n Connect at Wells River with Montpelier & Wells River R. R.

o Parlor Cars run on all trains on Boston, Concord, Montreal & White Mountains, (N. H.) Railroad. See Page 282.

OFFICERS:—J. E. LYON, President, Boston; J. A. DODGE, Supt., C. V. WHITTIER, Cashier, Plymouth, N. H.; W. R. BRACKETT, G. T. A., J. HUGHES, G. F. A.

OFFICE in MONTREAL, 202 St. James St.; QUEBEC, opp. St. Louis G. LEVE, Agent.

Mt. Washington Railway.

SUMMER ARRANGEMENT, 1875.

UPWARD.

Leave Ammonoosuc Station - - 10.30 A.M., 5.30 P. M.

DOWNWARD.

Leave Tip-Top Station - - - - 7 A.M., 2 P.M.

EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.

COACHES to and from the Railroads and Hotels connect with all regular trains, both at the base and summit.

WALTER AIKEN, Manager.

LAKE WINNIPESAUKEE.

THE NEW STEAMER,

"LADY OF THE LAKE,"

Connecting at Weirs with the Boston Concord & Montreal Railroad,
LEAVES WEIRS FOR

CENTRE HARBOR, CONWAY, NORTH CONWAY,
WHITE AND FRANCONIA MOUNTAINS,

At 11.50 a. m., and 4.40 p. m., or on arrival of the trains from Boston. Passengers leaving Boston by the 7.30 a. m. train, via Boston & Maine, or 8.00 a. m. Express, via Boston & Lowell, arrive at Centre Harbor, (sailing over the most interesting portion of the Lake) one hour earlier than by any other route, and at Conway same evening; or by the 12.00 m. train, arrive at Centre Harbor and Wolfeboro. Passengers from New York, by the 5.00 p. m. train, via this route, arrive at Conway next evening.

BAGGAGE CHECKED THROUGH.

RETURNING.—Leave Wolfeboro' daily, at 5.30 a. m., 10.15 a. m. and 3.00 p. m., touching at Diamond Island four times a day, to connect at Weirs with trains going North and South. Leaves Centre Harbor at 7.30 a. m. and 1.00 p. m. for Boston and New York.

Passengers leaving Conway, North Conway, Centre Harbor, or Wolfeboro' in the morning, arrive in Boston or New York $1\frac{1}{2}$ hours earlier than by any other route.

S. B. COLE, Captain.

GORHAM, MT. WASHINGTON AND GLEN HOUSE.

Stages connect at Gorham, N. H., with all trains on the Grand Trunk Railway for the Glen House.

Stages leave the Glen House to connect with all trains on the Grand Trunk.

Stages leave the Glen for the Summit at 8.00 a. m. and 3.00 p. m., daily; leave Summit for the Glen House at 6.00 a. m. and 2.00 p. m.

Stages leave for North Conway and Glen Station at 8.00 a. m. and 3.00 p. m.

Extra Stages furnished parties on application.

W. & C. R. MILLIKEN, Glen House, N. H.

Proprietors Gorham, Glen House and Mt. Washington Carriage Road.





1

The borrower must return this item on or before the last date stamped below. If another user places a recall for this item, the borrower will be notified of the need for an earlier return.

*Non-receipt of overdue notices does **not** exempt the borrower from overdue fines.*

Harvard College Widener Library Cambridge, MA 02138 617-495-2413
--

